

# GRAIN DEALERS JOURNAL

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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### AMARILLO, TEX.

Panhandle Gr. & Elevtr. Co., whole, gr., fld. seeds.\*  
Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.\*

### ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.\*

### ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

### ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

### BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., receivers & exporters.\*  
Baltimore Pearl Hominy Co., corn pdts.\*  
Blackburn & Co., C. P., grain recvrs., exporters.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., gr'n receivers & expts.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, gr. com. merchants.\*

### BEAUMONT, TEX.

Archer, W. R., grain broker.

### BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.\*  
Hassendine Grain Co., brks. of country grain.  
Slick & Co., L. E., grain brokers.  
Worth-Gyles Grain Co., cash and future grain.\*

### BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage, com'n.\*  
Cresser, Fred L., hay, grain, bkg. com.  
Haynes, Wm. J., broker.  
Jaquith, Parker, Smith & Co., wheat barley milo.\*  
Marden & Co., C. F., grain brokers.  
Merigold & Co., A. L., chicken wheat specialists.  
Taft, R. C., grain broker.

### BUFFALO, N. Y.

Corn Exchange Members.

Buffalo Grain Co., recvrs., fwdrs., consignments.  
Burns Grain Co., grain commission.\*  
Churchill Gr. & Seed Co., recvrs., shippers.\*  
Doorty-Ellsworth Co., Inc., brokerage commission.\*  
Electric Grain Elevtr. Co., consignments.\*  
Harold, A. W., grain, barley a specialty.  
Heathfield & Co., Inc., W. G., strictly com'n.  
Irwin, Dudley M., barley.\*  
Pratt & Co., receivers, shippers of grain.\*  
Taylor & Bournique Co., receivers and shippers.\*  
Urmston Grain Co., grain commission.\*

### CAIRO, ILL.

Board of Trade Members.

Antrim & Co., H. S., receivers, shippers.\*  
Halliday Elevtr. Co., grain dealers.\*  
Hastings-Stout Co., grain and hay.  
Magee-Lynch Grain Co., grain.\*  
Pink & Co., flour, hay, grain, fdstuff.  
Thistlewood & Co., grain and hay.

### CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., grain merchants.\*

### CHAMPAIGN, ILL.

Baldwin & Co., H. I., grain brokers.

### CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission mchts.\*  
Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commis'n merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Carhart Code Harwood Co., grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Freeman & Co., Henry H., grain, hay, straw.  
Hitch & Carder, commission merchants.  
Holt & Co., Lowell, commission, grain and seeds.  
Lamson Bros. & Co., consignments solicited.\*  
Lewis & Co., F. S., grain & provisions.\*  
Lipseay & Co., grain commission.\*  
Logan & Bryan, options, cash grain.\*  
Lowitz & Co., E., grain commission.\*  
McKenna & Rodgers, commission merchants.\*  
Mumford & Co., W. R., grain, hay, millstuffs.\*  
Norris Grain Co., grain merchants.\*  
Paynter, H. M., grain and field seeds.\*  
Perrine & Co., W. H., grain and commission.\*  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.  
Rogers Grain Co., commission merchants.\*  
Rosenbaum Bros., receivers, shippers.\*  
Rothchild Co., D., receivers & shippers.  
Rothschild Co., The Moses, general grain com'n.\*  
Rumsey & Company, grain commission.\*

### CHICAGO (Continued).

Sawyers Grain Co., grain commission.\*  
S. Haffin & Co., P. H., commission.\*  
Shaffer & Co., J. C., grain merchants.\*  
Simons, Day & Co., grain merchants.\*  
Scamers, Jones & Co., grain and field seeds.\*  
Thayer & Co., C. H., receivers-shippers.\*  
Ware & Leland, grain and seeds.\*

### CINCINNATI, O.

Chamber of Commerce Members.

Blumenthal, Max, grain, barley a specialty.\*  
Brouse-Skidmore Co., grain, hay, feed.\*  
Early & Daniel Co., grain, hay, feed.\*  
Perlin Bros., want corn.\*  
Mutual Com. Co., hay, grain, feed.\*

### CLEVELAND, O.

Grain and Hay Exchange Members.

Bailey, E. I., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elevtr. Co., The, recvrs. & shprs.\*  
Lake Shore Elevtr. Co., grain and feed.\*  
Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*  
Star Elevtr. Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., grain, seeds, hay, straw.\*

### COLUMBUS, O.

Myers & Baughman, grain and hay.

### DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.\*  
Merchants Elevtr. Co., buyers-sellers all grns.  
Purity Oats Co., buyers of grain.

### DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.  
Ayles Mercantile Co., The, P. C., milling wheat.\*  
Best & Co., J. D., buy and sell all grains.\*  
Crescent Flour Mills, The, wheat, corn, oats.\*  
Denver Elevator, We buy & sell grain & beans.\*  
Hungarian Mill & Elevtr. Co., receivers.  
Kellogg Gr. Co., O. M., recvrs. & shprs.\*  
O'Donnell Grain Co., wholesale grain.\*  
Phelps Grain Co., T. D., wholesale grain.\*  
Summit Gr'n & Coal Co., wh't. corn, oats, rye, bly.\*  
Thompson Merc. Co., The W. F., wholesale hay.  
Western Grain Co., mlg. wheat a specialty.

### DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., beans, wheat, oats.\*  
Caughy-Josman Co., grain & seeds.\*  
Dumont, Roberts & Co., receivers, shippers.\*  
Huston, C. R., gr., hay comgts a specialty.\*  
Lichtenberg & Son, oats, corn, hay, straw.  
Simmons & Co., F. J., grain & hay.\*  
Swift Grain Co., receivers & shippers.\*

### FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

### FRANKFORT, IND.

Frank & Co., William, grain brokers.

### GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

### HASTINGS, NEBR.

Elder, Fred W., whole, grain, hay, mill pdts.\*  
Stockham Grain Co., E., whole grain & feed.\*

### HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.\*

### HUTCHINSON, KAN.

Board of Trade Members.

Rolln Hall Grain Co., Kansas hard wheat.  
Pettit Grain Co., L. H., gr. com., recvrs., shprs.\*

### INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevtr. & Feed Co., receivers and shippers.  
Bingham-Hewett-Scholl Co., grain merchants.\*  
Boyd Grain Co., Bert A., strictly brkg. & com.\*  
Helmsiller Grain Co., receivers and shippers.  
Hoodler Grain Co., consignments only.  
Kinney Grain Co., H. E., receiver and shipper.\*  
Lowitz & Co., E., grain commission.\*  
McCardle-Black Co., grain merchants.\*  
Minor, B. B., grain consignments solicited.  
Montgomery & Tompkins, receivers and shippers.  
Mutual Grain Co., grain commission.\*  
Rich Grain Co., grain commission.  
Shotwell & Co., C. A., commission, bkg.  
Urmston Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.\*

### JACKSON, MICH.

Stockbridge Elevtr., trk. buyers, slrs., gr. & sds.

### KANSAS CITY, MO.

Board of Trade Members.

Addison-Benton Grain Co., consignments.  
Aylsworth Grain Co., receivers, shippers.\*  
Bruce Bros. Grain Co., consignments.  
Christopher & Co., B. C., kafir, feterita, milo.\*  
Croysdale Grain Co., grain commission.  
Davis Grain Co., A. C., grain commission.  
Benton Kuhn Gr. Co., consignments.\*  
Ernst-Davis Grain Co., commission.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Fowler Grain Co., Lev., receivers & shippers.  
Frisco Elevators Co., grain merchants.\*  
Goffe & Carkner, recrs. and shprs. of grain.\*  
Hinds Grain Co., The, receivers, shippers.  
Kemper Mill & Elevtr. Co., grain and feed.\*  
Mensendieck Grain Co., consignments.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., receivers & shippers.\*  
Murphy Grain Co., grain commission.\*  
Norris Grain Co., grain merchants and exporters.  
Parker Corn Co., corn, oats, kafir, milo.\*  
Scular-Bishop Grain Co., consignments.  
Simonds-Shields-Lonsdale Gr. Co., recvrs.-expts.\*  
Terminal Elevators, receivers, shippers.\*  
Twidale-Wright Grain Co., consignments-futures.  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynde Co., commission merchants.\*  
Western Grain Co., shipper (a specialty).\*

### LAKE CHARLES, LA.

Bentley Brokerage Co., grain brokers.\*

### LITTLE ROCK, ARK.

Munn-Burrow Brokerage Co., grain, hay millfeed.\*

### LIMA, O.

Riddle & Co., T. P., hay and grain.

### LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., recvrs.-shprs. grain.\*  
Callahan & Sons, receivers and shippers of grain.\*  
Edinger & Co., grain, hay, flour.  
Fruechteicht, Henry, hay, grain, mill products.\*

### LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.\*

### MANSFIELD, OHIO.

Goemann Grain Co., grain buyers.\*

### MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.\*  
Buxton, E. E., broker and commission merchant.\*  
Davis & Andrews Co., grain dealers.\*  
Hassendine Co., H. J., consignments.  
Nessly, J. L. Co., gr. brokers, alf. meal spec.\*  
U. S. Feed Co., grain, hay, millfeed.  
Webb & Maury, brokers and com. merchants.\*

### MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

### MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

### MILWAUKEE, WIS.

Chamber of Commerce Members.

Donahue Stratton Co., grain merchants.\*  
Hensley & Owen, grain commission.\*  
Kamm Company, P. C., barley and rye.\*  
Owen & Brother Co., grain commission.  
Rankin, M. G., & Co., grain and feed.  
Rialto Elevtr. Co., grain receivers & shippers.\*  
Taylor & Bournique Co., shprs. corn, oats, barley.\*

### MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Benson, Staback Co., grain com.\*  
Carter, Sammis & Co., grain commission.  
Cereal Grading Co., grain merchants.\*  
Dalrymple Co., William, gr. com.\*  
Davies & Co., F. M., grain commission.\*  
Getchell-Tanton Co., grain commission.  
Godfrey-Blanchard Co., grain recvrs.-shprs.\*  
Gould Grain Co., receivers & shippers.\*  
Hankinson & Co., H. L., grain commission.  
Lewis & Co., Chas. E., consignments.\*  
Marfield Grain Co., grain commission.\*  
McCaull Dinsmore Co., consignments solicited.\*  
Minnesota Grain Co., grain commission.\*  
Quinn, Shepherdson Co., grain commission.\*  
Randall, Geo. & Mitchell, grain com.\*  
Scroggins McLean Co., corn and oats.\*  
Stair, Christensen & Timmerman, gr. commission.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Woodward Newhouse Co., grain merchants.  
Zimmerman, Otto A., barley & oats my spec'ity.\*

## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

### NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.\*

### NEW YORK CITY.

Produce Exchange Members.

Brainard Commission Co., consignments.\*  
Blake, Thomas M., buyers—quote us.\*  
Jones & Co., M. B., buyers—quote us.\*  
Knight & Company, commission merchants.\*  
Morey, L. A., grain.  
Riemschneider, Wm., gr. consignments.\*  
Therrien, A. F., broker.

### OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Cherokee Grain Co., wholesale grain and hay.\*  
Creamer-Gregg Gr. Co., always in the market.  
Drennan Grain Co., R. H., consignments.  
Dustin Grain Co., grain, feed, seeds.\*  
Langenberg Bros. Gr. Co., grain merchants.  
Oklahoma Export Co., mfg. wheat wanted.\*  
Okla. City M. & E. Co., grain mer., mlrs.\*  
Perkins Grain Co., W. L., we busy & sell.\*  
Rutledge Grain Co., com. merchants.

### OMAHA, NEBR.

Grain Exchange Members.

Adams-Whyte Grain Co., consignments.  
Blanchard-Niswonger Co., recvrs. & shprs.\*  
Crowell Elevator Co., receivers, shippers.\*  
Dawson Grain Co., grain commission.  
Holmquist Elevator Co., receivers and shippers.\*  
Leopold, Todd Gr. Co., com. mer., recvrs. & shprs.  
Merriam Commission Co., consignments.\*  
Omaha Elevator Co., receivers, shippers.\*  
Roberts Grain Co., Geo. A., grain merchants.  
Trans-Mississippi Grain Co., recvrs. & shprs.\*  
United Grain Co., grain commission.  
Udike Grain Co., consignments.\*

### PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.\*  
Buckley & Co., grain and seeds.\*  
Cole Grain Co., Geo. W., grain com. mchnts.\*  
Conover Grain Co., E. B., grain commission.\*  
Consumers Grain Co., grain receivers.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.\*

### PEORIA (Continued).

Grier & Co., T. A., grain commission.\*  
Harwood-Young Co., grain commission.  
Luke Grain Co., grain commission.\*  
McFadden & Co., G. C., consignments.  
Miles, P. B. & C. O., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Rumsey, Moore & Co., grain receivers.\*  
Warren Com. Co., consignments.\*

### PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., E., flour, grain, feed.\*  
Lenont & Son, E. K., hay, grain, millfeed.  
Miller & Sons, L. F., grain, seeds, hay.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Scattergood & Co., S. F., corn-oats.  
Stites, A. Judson, grain and millfeed.\*  
Taylor & Bournique Co., shippers corn-oats.\*  
Young & Co., S. H., wheat, corn, oats.

### PINE BLUFF, ARK.

Riley Feed Mfg. Co., mfrs., alfalfa, molasses & chicken feeds; jobbers mill feeds & cereals.

### PITTSBURGH, PA.

Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.\*  
Geldel & Leubin, grain and hay.  
Heck & Co., W. F., grain, hay, millfeed.\*  
Herb Bros. & Martin, grain and hay.  
McCague, R. S., grain, hay.  
Walton Co., Samuel, grain and hay.\*

### PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

### PUEBLO, COLO.

McClelland Mc'I I. & R. Co., grain, hay & feed.\*

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Grain Exchange Members.

Adams Grain & Prov. Co., seeds, grain, feed, hay.  
Beveridge & Co., S. T., grain, hay, feeds, seeds.

### SAGINAW, MICH.

Smith-Connor H. & Gr. Co., hay and grain.

### ST. JOSEPH, MO.

Grain Exchange Members.

Aunt Jemima Mills Co., hominy feed.\*  
Elwood Grain Co., brokers & shippers wheat, corn.\*  
Gordon Comm. Co., T. P., grain dlr. and broker.\*  
Marshall Hall Grain Co., consignments solicited.\*  
Mid-West Grain Co., pure soft wheat.\*

### ST. LOUIS, MO.

Merchants Exchange Members.

Annan Burg G. & M. Co., flour, grain, millfeed.\*  
Brockman & Co., Arthur, grain commission.  
Bryant, Tilghman A., grain broker-consignments.  
Daly Grain Co., E. F., recvrs. and shprs.  
Dreyer Corn. Co., fdg. stuffs, grain, seeds.\*  
Elmore Schultz Gr. Co., recvrs. & shprs. grain.\*  
Goffe & Carkeener Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.\*  
Klosterman-Patton Gr. Co., grain receivers.  
Marshall Hall Grain Co., grain com.\*  
Hawpe Grain Co., M., grain merchants.  
Hunter Grain Co., grain merchants.  
Langenberg Bros. Grain Co., grain commission.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain & grass seed.\*  
Teasdale Com. Co., J. H., recvrs. & shippers.\*  
Toberman, Mackey & Co., grain, hay, seeds.\*  
Turner Grain Co., grain commission.

### SIKESTON, MO.

Scott County Mfg. Co., want corn, rye & barley.

### TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

### TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.\*  
King & Co., C. A., grain and seeds.  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, grain recvrs., shippers.  
Zahn & Co., J. F., grain, seeds.\*

### WATONGA, OKLA.

Marshall Grain Co., grain merchants.\*

### WICHITA, KANS.

Board of Trade Members.

Kansas Flour Mills Co., The, expts., consign'ts.\*  
Kansas Milling Co., The, dealers in milling corn.  
Norris Grain Co., The Exporters.\*  
Strong Trading Co., grain and coal.\*  
Wichita Term. El. Co., kafir, rye, corn, oats.  
Williamson Grain Co., grain com'son.

### WICHITA FALLS, KANS.

Priddy Grain Co., dom. & export grain.\*

### WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & sds.\*

\*Members Grain Dealers National Association.

Chamber of Commerce  
Members

# BOSTON

Chamber of Commerce  
Members

**WILLIAM J. HAYNES**  
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## Phelps Grain Co., T. D.

Wholesale grain and beans.

## Summit Grain & Coal Co., The

Wheat, corn, oats, rye, barley. We always buy and sell.

## Denver Elevator

We buy and sell grain of all kinds, also beans.

## Crescent Flour Mills, The

We buy wheat, corn, oats, beans, etc.

## Ayres Mercantile Co., The F. C.

Milling wheat, corn, oats, barley, beans, seeds and hay.

## Best & Co., J. D.

We buy and sell all kinds of grain. Ask for prices.

## Hungarian Mill & Elevator Co.

Grain Receivers.

## Western Grain Co., The

Milling wheat a specialty.

## O'Donnell Grain Co.

Whether you buy or sell, talk to us.

## O. M. Kellogg Grain Company

Receivers and Shippers of all kinds of grain.

**NOTE.**—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange, when dockage is not provided for in contract.

## THE A. McCLELLAND MERCANTILE, I. & R. CO., PUEBLO, COLO.

We are Members of the Denver Grain Exchange

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Grain Exchange  
Members

## ST. JOSEPH

Grain Exchange  
Members

## ST. JOSEPH HAY & GRAIN CO.

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OATS — CORN — HAY

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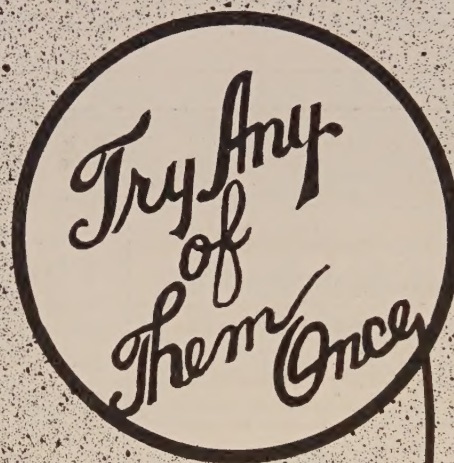
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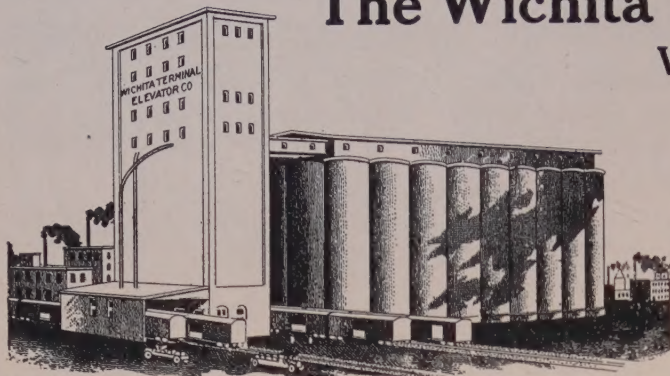
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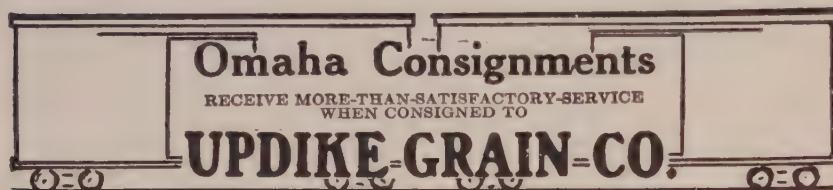
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**TOLEDO**

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**JOHN WICKENHISER & CO.**  
Wholesale Grain Dealers  
**TOLEDO, OHIO**

We make track bids and quote delivered prices.  
Solicit Consignments of Grain and Clover Seed.  
Members Toledo Produce Exchange and Chicago  
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**Clover Seed**

International Game, played in Toledo, Ohio.  
Providence does dealing. When "Seedy" favor  
**C. A. KING & CO.**  
Like Billy Sunday, they deal in cash and futures

**Spring Wheat  
for Seed**

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**E. A. GRUBBS GRAIN CO.**  
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Wants Correspondence with members of the  
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yellow shelled corn and re-cleaned white oats.

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GRAIN, FEEDS, FIELD SEEDS AND PUBLIC STORAGE  
SOUTHWESTERN HEADQUARTERS KAFFIR, MILO MAIZE FETERITA  
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### Offer Us

CORN, OATS  
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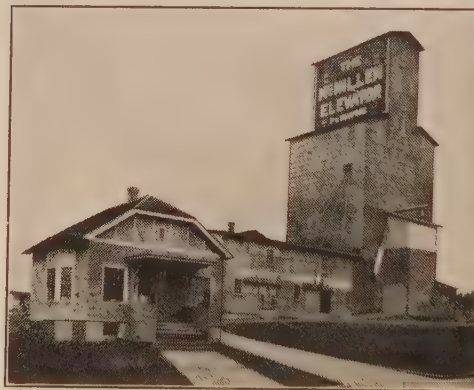
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"Safety-First" Brand

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**WHEAT - CORN - OATS**  
—TO—  
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"The top 'o the market to you."

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WHEAT — CORN — OATS — RYE — BEANS  
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We Can Ship You

**CORN**

(KILN DRIED)  
for Milling and Feeding  
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ASK US FOR PRICES

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### Any Weight

of grain up to 100,000 pounds  
is reduced to bushels by Clark's  
Decimal Grain Values, which  
also shows the value of any  
number of pounds in dollars and  
cents. Price \$5.00.

**Grain Dealers Journal**  
CHICAGO - ILLINOIS

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Daily Capacity 3500 Bbls.

OFFER US YOUR  
CORN, RYE and BARLEY

Mills and Elevators,  
SIKESTON,  
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Storage  
Capacity  
3,000,000  
Bushels

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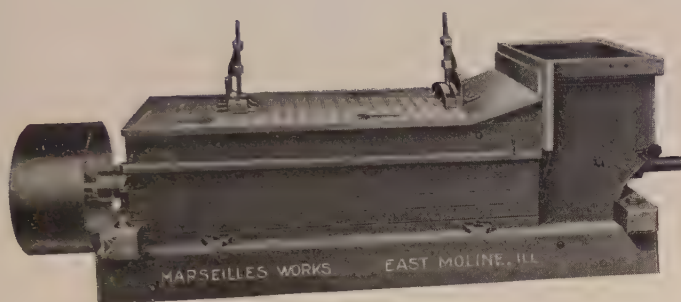
## YOUR MESSAGE

Let the Grain Dealers Journal your message bear  
To progressive grain dealers everywhere.

**Before You Install That New Sheller**  
GET FULL INFORMATION on the OLD RELIABLE

# JOHN DEERE MARSEILLES LINE OF WAREHOUSE SHELLERS

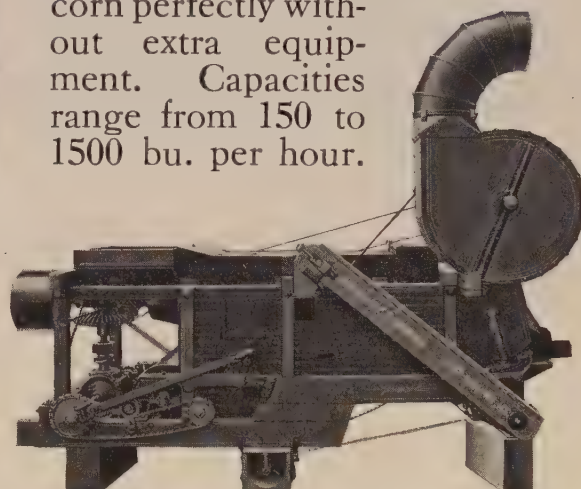
**A Type for Every Purpose**



They handle either snapped or husked corn perfectly without extra equipment. Capacities range from 150 to 1500 bu. per hour.

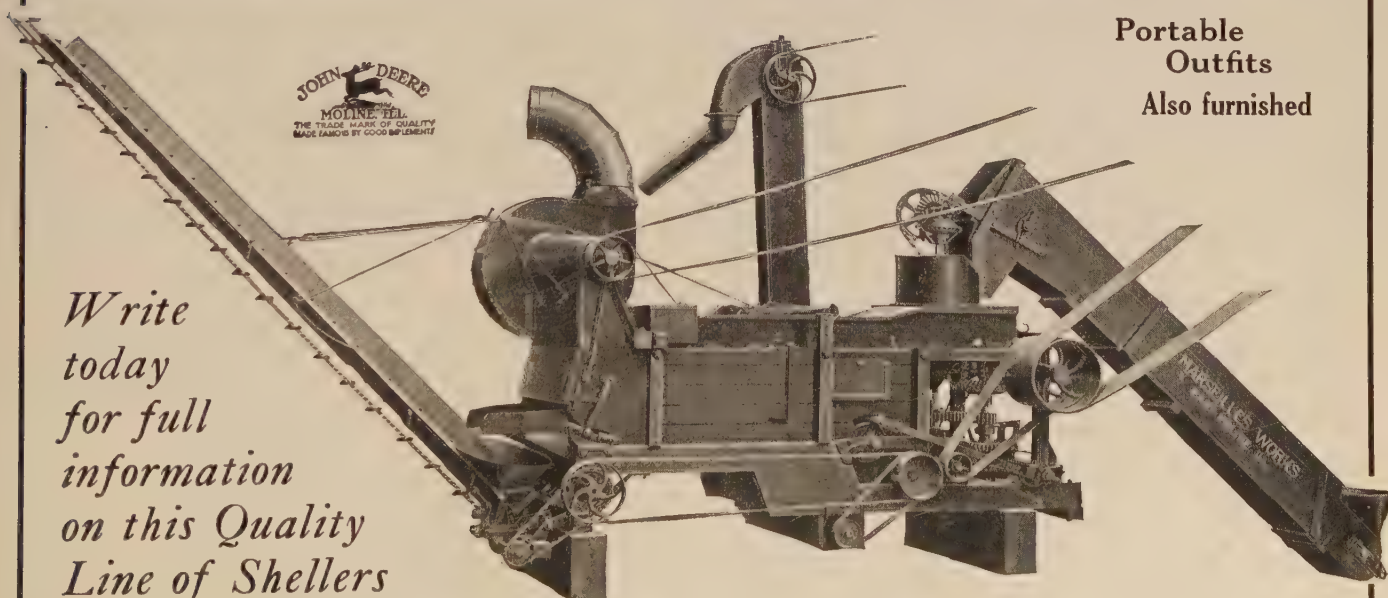
Furnished in types for installation and operation on working floor, below working floor or in cupola of elevator.

Furnished with or without cleaning attachments, for operation by belt direct to power or from line shaft.



**Marseilles Shellers Give Maximum Capacity with Minimum Power**

Portable  
Outfits  
Also furnished



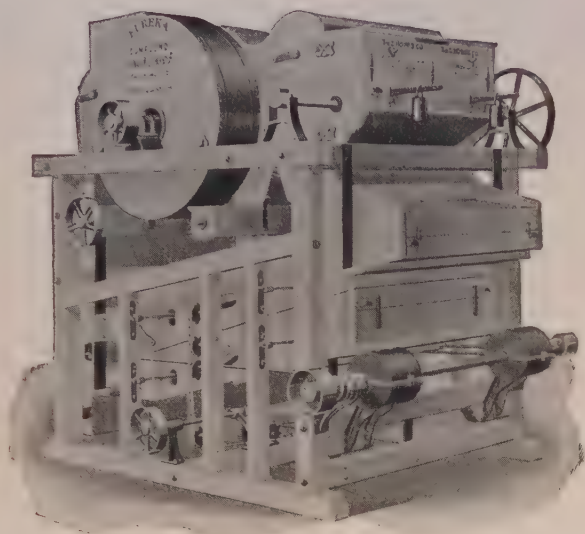
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today  
for full  
information  
on this Quality  
Line of Shellers*

**JOHN DEERE**

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**Moline, Illinois**

## DESIGN



The excellence of the "Eureka" Compound Elevator Separator is due to its correct design. To the smallest detail, it is built to meet the demands of simplicity and long service. Fussy complications have been entirely done away with. The entire absence of frail parts on the "Eureka" makes its use continuous from year to year, without repairs. So the "Eureka" not only does its work perfectly, but does it with but little attention from the man operating it.



IT  
CLEANS GRAIN  
CLEAN



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**S. HOWES COMPANY, Inc.**  
SILVER CREEK, N. Y.

**W**E were the original manufacturers of rubber belt for elevating and conveying grain—work that is particularly trying on belting, requiring great strength and freedom from stretch. Some of the largest elevators in the country are equipped with our Elevator Belting. Manufactured of heavy cotton duck, with an especially strong rubber friction uniting the plies, and an extra thick cover on pulley side. Warranted to run perfectly smooth and true on the pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimate for elevator equipments cheerfully furnished

**New York  
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to modernize your plant so it will net you larger profits? Is it here?

Account Books  
Attrition Mill  
Bag Closing Machine  
Bags and Burlap  
Bearings { Ball  
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Buckets  
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Dump  
Dump Controller  
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Elevator Leg  
Elevator Paint  
Feed Mill  
Fire Barrels  
Grain Driers

Grain Triers  
Gravity Cleaner  
Lightning Rods  
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Moisture Testers  
Oat Bleachers  
Oat Clipper  
Portable Elevator  
Power { Gas Engine  
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Scarifying Machine  
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or anything used in a grain elevator

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

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Grain Dealers Journal, 305 So. La Salle St., Chicago



## You Can't Keep these Feeds —You Sell Them

The dairymen's demand for a balanced carbohydrate and protein ration has been so successfully met in these two feeds that dealers everywhere find them to be the most popular and fast selling dairy feeds.

## SCHUMACHER FEED AND BIG "Q" DAIRY RATION

are in the front rank of dairy feeds—and well in the lead.

These two feeds will bring customers to your store and materially increase your feed business. They are the winning combination which will insure satisfaction to your trade and increased profits to you. Remember the largest feed manufacturers in the world are back of them.

*Write and ask us how we can help you  
"cinch" the business in your locality.*

**The Quaker Oats Company** Address **Chicago, U.S.A.**

# Beall

THE MARK OF QUALITY

**SEPARATORS Are Like the Mint — Every Day They Operate a Steady Stream of Dollars Pours into Your Cash Drawer.**

The reason is that the principles and practical construction carrying out the principles is right. For instance take our system of working two independent fans.

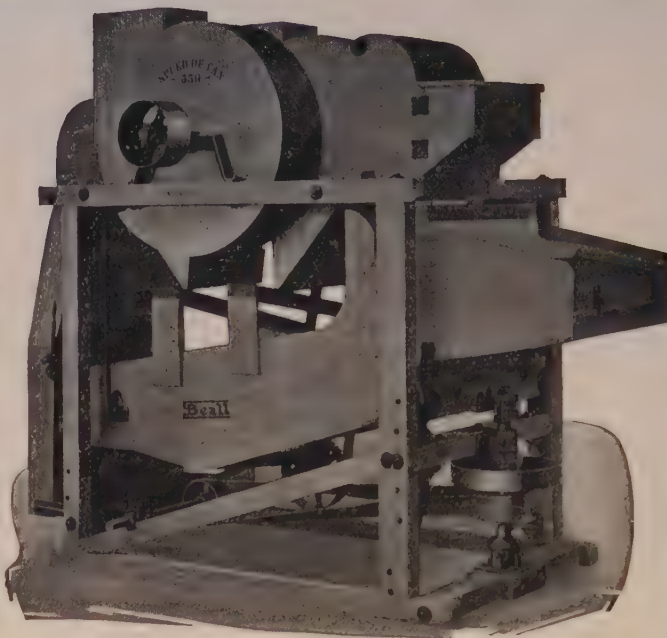
The air regulation is so perfect that there are never any "dead" spots where grain is not cleaned, or "over strong" spots where good grain is carried off because of too much air.

After the grain has passed over the alternating side and end shake sieve, over the main, cockle and sand sieve, it drops into a wide air trunk.

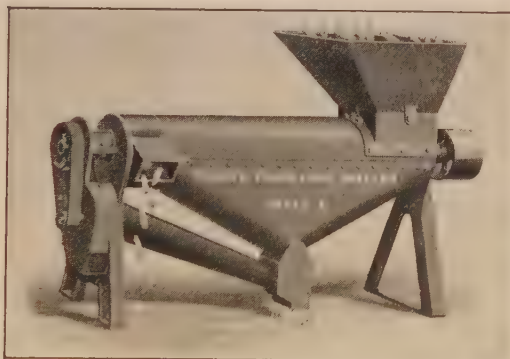
Here, another strong suction of air carries off light particles of dust and foreign materials, and leaves the good grain for profit.

The Beall is a splendidly balanced machine and will meet every requirement of Federal or any other grades.

What you **may** be losing by not knowing about our product is a good reason for finding out all about us. Get the catalog and price.



**Beall Improvements Company - Decatur, Illinois**



## Triumph CORN SHELLER

A self contained corn sheller built entirely of iron and steel. Shells corn thoroly without breaking the cob or the kernels and takes little power. Well built and particularly dependable, yet moderate in price because of its unusual simplicity. Ask for our catalog.

Delivery from stock

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MAIN OFFICE & WORKS: CLEVELAND OHIO, U.S.A.  
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## IMPROVED DUPLICATING GRAIN TICKETS

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 3/4 inches. The 125 duplicates are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 1/2 x 12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer." Order Form 19GT. Price \$1.00.

**GRAIN DEALERS JOURNAL**

305 So. La Salle St.

Chicago, Ill.

## WARS EXIGENCIES DECREE

that we shall feed our associates in this mightiest of conflicts and to that end, and that victory may be quickly achieved, the active, earnest co-operation of every American is necessary.

## THE CONSERVATION OF CORN

and its conversion into feeding stuffs will be of incalculable aid to the cause to which all should be ordained.

## THE MORRIS GRAIN DRIER

is the positive medium through which the high moisture content of the present corn crop can be reduced and it is only after moisture has been extracted from it that the major portion of the present corn crop will be fit for human consumption. Aid the cause. Your grain handling facilities should include a drier.

*"Morris the drier designed to ultimately cost less"*

## The Strong - Scott Manufacturing Company

Minneapolis

Great Falls

Spokane

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### SUPERIORITY OF STANDARD SEED CLEANERS

is certain, because equipped with our Patented Improvements which are positively essential to proper working, efficiency and economy of operation.

No. 131-B

## STANDARD CLEANER

illustrated above, will be found of maximum ability and service for every variety of field seed and seed grain. In our descriptive circulars are shown cleaners of all sizes and for every cleaning purpose. Let us send them to you.

**THE INTERNATIONAL MFG. CO.**  
Crestline, Ohio

## The Standard Directory of Cottonseed Oil Mills

We now have ready for delivery the latest edition of the STANDARD DIRECTORY OF COTTONSEED OIL MILLS, this being the tenth annual issue.

This book gives the name and location of each oil mill, names of president, manager and superintendent, kind of goods made, shipping point and telegraph office, telegraph codes used, number of presses, gin stands and linters; also shows which mills refine and which mills have fertilizer plants or ice plants, or both.

In addition to the above, this edition also contains the following directories of ALLIED INDUSTRIES:

Fertilizer Manufacturers.  
Leading Packing Houses Using Cottonseed Products.  
Brokers and Dealers in Cottonseed Products.  
Mattress Manufacturers Using Linters.  
Batt Manufacturers.  
Manufacturers of Oleomargarine.  
Miscellaneous Firms Using Cottonseed Products.  
Linseed Oil Manufacturers.  
Cottonseed Oil Refineries.  
Soap Manufacturers.  
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This is the most complete edition of this valuable book we have ever issued. The price is \$3.00 per copy. If you wish a copy, order now as the edition is largely sold already. Send check with order and book will be mailed at once. Address

**COTTON OIL MAGAZINE CO.**  
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How can you

## NAIL THE PROFITS

Making sure of every Dollar Due You?

Separate the Volunteer Wheat  
from the Oats

Separate the Volunteer Oats and Wild  
Oats from the Wheat

Mixed—These Grains Grade Low  
Separated—They Are Worth More

The Richardson Oat Separator is the Answer.  
It will Absolutely and Economically Make these  
Separations.

**Richardson Grain Separator Co.**

15th Ave. S. E. and N. P. Tracks

MINNEAPOLIS, MINN.



## You Want Power

run your elevator at the lowest possible  
expense. As an elevator man this has always been  
an important question with you. The best  
answer is the least money—that's what you get  
when you install a Money-Making MUNCIE Oil  
Engine in your elevator.



The MUNCIE can be depended upon at all times  
to give you the required power to operate your  
elevator. No delays caused by frequent breakdowns.  
Simple construction reduces repairs to the low-  
est possible. On account of war conditions ship-  
ping is a little delayed—get your order in early so  
that your MUNCIE will be there when you need it  
the most. Drop us a line or two today.

**MUNCIE OIL ENGINE CO.**

516 JACKSON ST.

MUNCIE, IND.

## OUR IMPROVED RAILROAD CLAIM BOOK

requires little of your time for filing, and contains  
spaces for all the necessary information in the or-  
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the claim agent. It increases and hastens your  
returns by helping you prove your claims and by  
helping the claim agent to justify payment.

These claim blanks are printed on bond paper,  
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mary showing just which claims have not been  
paid, and four sheets of carbon. You tear out the  
original to send to the claim agent, and the carbon  
copy remains in the book, as a record of the claim.

Form A is designed to prove claims for Loss of Weight in  
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Form B—Loss of Quality Due to Delay in Transit.

Form C—Loss in Market Value Due to Delay in Transit.

Form D—Loss in Market Value Due to Delay in Furnish-  
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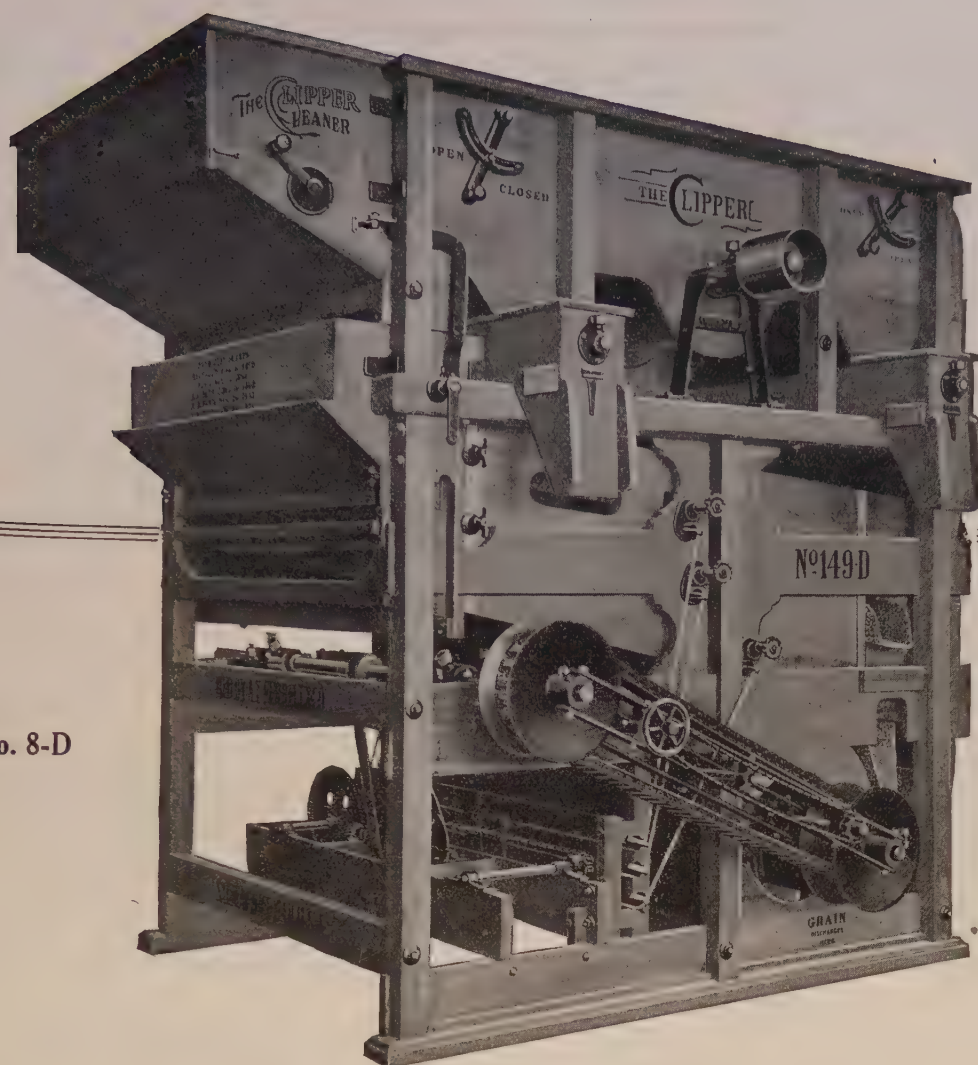
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Send all orders to

**GRAIN DEALERS JOURNAL**

315 South La Salle Street

CHICAGO, ILL.



No. 8-D

No. 149-D

## The "CLIPPER" DOUBLE SUCTION GRAIN CLEANER

No other machine has as many wonderful TIME SAVING and LABOR SAVING devices as the Clipper Cleaners. Skilled labor is daily becoming more difficult to secure. Every move, every minute saved will enable you the more easily to take care of your business.

The Variable Air Regulator enables you to secure any desired degree of air blast without any annoying changes of pulleys or shifting of belts. A simple turn of the wheel does the trick.

Our Double Screen System permits the oats screen and the wheat screen to be left constantly in the shoe. The grain is shifted by means of a gate onto the screen it is desired to use.

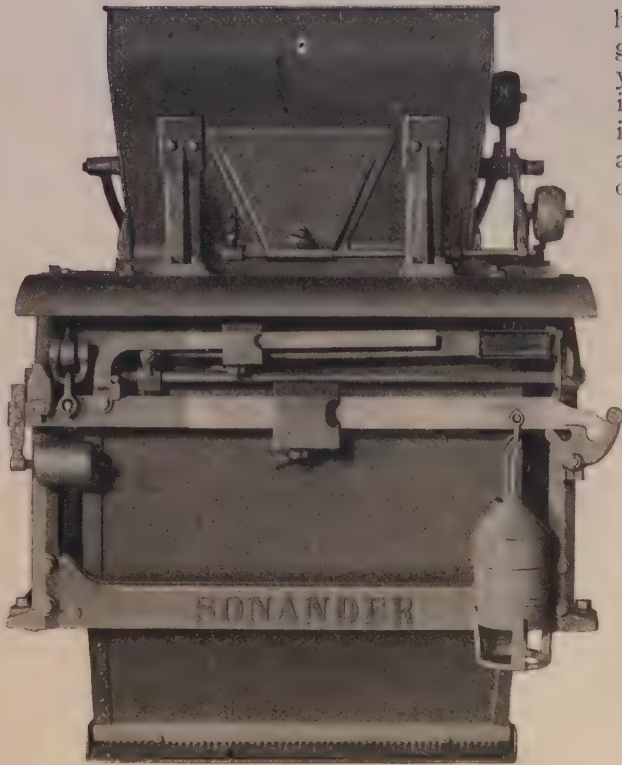
Our Traveling Brush System keeps the screens from clogging and the machine working at its highest efficiency ALL THE TIME.

The yearly balance sheet of the user of Clipper Cleaners shows that it pays to have the best that can be procured in the line of grain or seed cleaning machinery.

*Write for catalog*

**A. T. FERRELL & CO., Saginaw, W. S. Mich.**

# WEIGH CAREFULLY



With wheat, corn and other grains commanding higher prices right now than ever before, and the great need for conservation of all grains, it is up to you elevator men to pay more attention to the weighing of your grain before shipping. You want all there is in it; to get this the grain must be in good condition and weighed carefully. Your cleaners will take care of the first and the

## Howe-Sonander Automatic Scale

will take care of the latter. If you haven't investigated this best of automatic scales, you will find it to your advantage to do so at once, before the heavy shipping season is at hand. Any of the offices below will be glad to give you complete information. Address the one nearest you.

## Howe Scale Co. of Illinois

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ST. LOUIS, MO., 409 4th St. F. L. Rogles, Mgr.  
KANSAS CITY, MO., 1510 Main St. W. C. Peak, Mgr.  
For Washington, Oregon and Idaho Business, Address  
Pacific Scale & Supply Co., Wm. Schweizerhof, Mgr., 46 Front St.,  
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## RELIANCE AUTOMATIC SCALES

contain many features, not found in other automatic scales.

Send for Bulletin which fully explains all the important features of this scale; it shows how frozen lumps of grain, cobs, sticks, etc., are screened out of the grain that flows through the small opening for the DRIBBLE; why the pressure of grain into the weighing hopper is always uniform at the time the beam comes to a balance, and why the DRIBBLE cannot vary, no matter how unevenly the grain is delivered to the scale.

Write us for complete information.

**National Automatic Scale Co.**

3440-3442 So. Ashland Ave.

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GRAIN elevators are exposed to pretty tough weather. Wind, rain, snow, heat and cold take turns in attacking their surfaces, as well as smoke and gas fumes from railroad locomotives.

Protect your elevator by painting it properly—with Degraco Elevator Paint. It covers a large surface per gallon, holds its color, and is durable and most economical.

If your elevator is built of wood, our "Degraco Special Elevator Reds" will stop decay; if it is built of steel, our "Superior Graphite Paint" will prevent rust.

Write for color cards and other valuable information

## Detroit Graphite Company

Paint and Color Makers

Detroit, Michigan



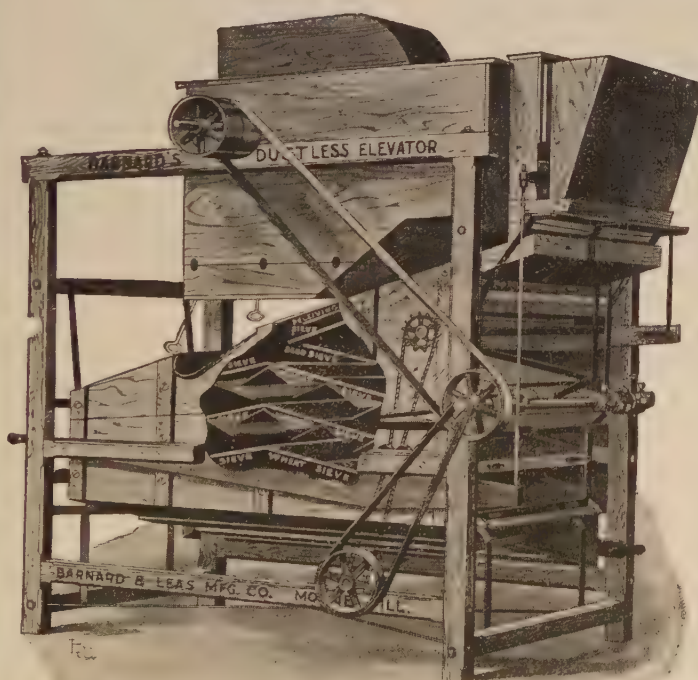
## Two Wonder Workers



### Victor Corn Sheller

This machine is made to shell only, and is particularly adapted to elevators where it is desired to shell corn in the basement and separate and clean it in the upper part of the house. The sheller consists of a receiving hopper, upper and lower casings, securely bolted to a very strong wooden frame and a shaft on which the feeders and shelling cone are fastened. This shaft runs in two very heavy and long journal boxes which are bolted to the wooden frame. The cone is keyed on the shaft at both ends which prevents all vibration and makes it very rigid. The feeders are patented and adjust themselves automatically, allowing the machine to be run either way and avoiding the necessity of crossing the belt. All in all it is the logical sheller for you to buy and worthy of your investigation.

### Barnard's Dustless Elevator Separator



This is not a new machine. It is known the world over as a standard machine for elevator purposes where large capacity and good work are desired. It has always been a leader and we have used every effort to keep it so. During the past few years we have added a number of new improvements which greatly facilitate the handling of the machine. Our space here is limited, so we cannot go into details and tell you of all the good features of this machine. If you are in the market for a separator, we urge you to investigate this machine. Our catalog, descriptive of this machine, together with our other equipment for elevators is yours for the asking. Better send for it today—you may need it before the week is up

**BARNARD & LEAS MFG. CO.**

**MILL BUILDERS AND  
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

## The Monarch Ball Bearing Attrition Mill Highest Efficiency

Coupled with time, labor and lubricant saving features, makes this mill the most satisfactory and economical feed grinder on the market.

The MONARCH is built for permanency. The most priceless asset of our business is our good name and the confidence of the trade. If we were uncertain about the claims we make for it, we would not stake our reputation on it.

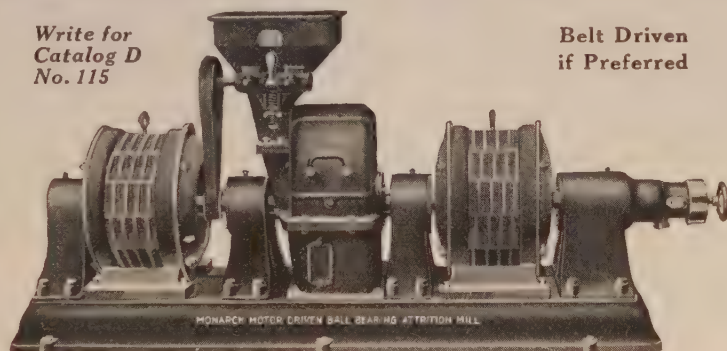
## SPROUT, WALDRON & COMPANY Mill Builders and Milling Engineers

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Main Office and Works, MUNCY, PA. Chicago Office: No. 9 So. Clinton

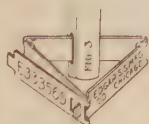
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Belt Driven  
if Preferred



MONARCH MOTOR DRIVEN BALL BEARING ATTRITION MILL

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by using the Edgar Security First Car Seal. It furnishes positive evidence to locate and stop pilfering for less than a one cent postage stamp per car.

Ask us for prices and samples NOW.

Edgar Steel Seal & Mfg. Co.  
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regular country shippers  
to become familiar with  
your firm name, place  
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## Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

**J. B. EHRSAM & SONS MFG. CO.**  
ENTERPRISE, KANSAS

### Cover's Dust Protector Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

**H. S. COVER**  
Box 404 South Bend, Ind.



### BOWSHER FEED MILLS

**GROW  
HEALTHY  
STOCK**

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

**The N. P. BOWSHER CO.**  
South Bend, Ind.



Prevent  
**CLAIM LOSSES**  
with

### TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

**6000 SHIPPERS**  
Are now using them.

Write for samples and prices.

**INTERNATIONAL SEAL & LOCK CO.**  
Chas. J. Webb, Vice-President  
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### The Longest Service Paint for Metal and Wood Surfaces

Made in First Quality Only

### DIXON'S Silica Graphite PAINT



Favorably known for over fifty years. Time-tests prove it to be the most durable for tanks, smokestacks, pipes, boiler fronts, and any kind of metal or wood work requiring protection.

May we count YOU among our valued paint customers?

Write for Booklet No. 15B and long service records.

Made in JERSEY CITY, N. J., by the  
**JOSEPH DIXON CRUCIBLE COMPANY**

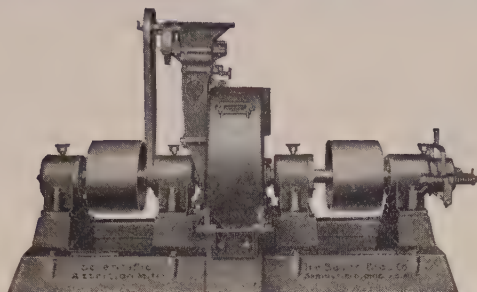
**D X N** Established 1827 **D X N**

WE WISH to thank you for the good results obtained thru an advertisement for engineer and draughtsman placed in your Journal. The first insertion put us in touch immediately with a good man whom we employed.—Deverell, Spencer & Co., Baltimore, Md.

**Bauer**  
SCIENTIFIC

## BAUER Ball Bearing Attrition Mills

*Motor Drive  
Furnished  
When Desired*



### POINTS OF SUPERIORITY

**Accessibility** —To change plates no shifting device is necessary. The casing hinges open—lots of room without shifting bearings.

**Rigidity . . .** —The weak point in all other Attrition Mills is the discharge opening through the bed plate—WE HAVE MADE IT THE STRONGEST PART—a strong and rigid bed plate insures a uniform product by keeping plates always in tram.

**Ball Bearings**—Our mill is not an ordinary Attrition Mill to which have been added Ball Bearings, but is a machine especially designed by EXPERTS, using Ball Bearings as a Foundation Principle.

#### Other Bauer Ball Bearing Machines

Single Disc Grinders  
Corn Crackers  
Impact Grinders  
(Anvil Type)  
Steel Frame Bolting  
Reels  
Single Shakers  
Double Shakers  
Breakers

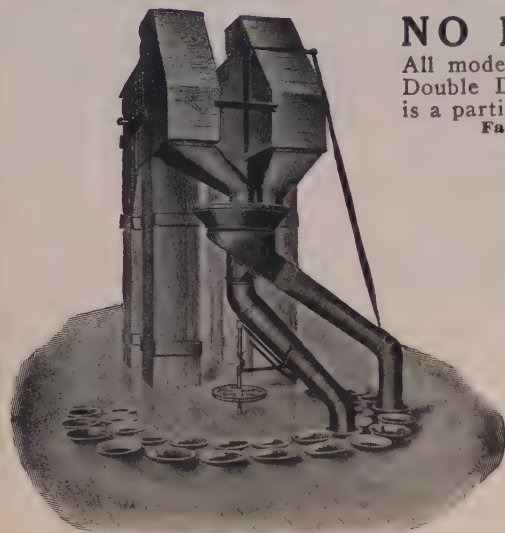
**Power . .** —For every dollar you now spend for POWER our mill will save, as additional profit, 35 to 50 cents.

**Lubricants**—10 cents worth of LUBRICANTS in our mills will last as long as one dollar's worth in others, meaning 90 cents additional profit for you.

*Your Inquiry Will Receive Our  
Immediate Attention*

The Bauer Bros Co. 506 Bauer Building Springfield, Ohio

SCIENTIFIC



## NO EXPERIMENT

All modern elevators use the Ibberson Double Distributing Spout. Following is a partial list of users:

Farmers Elevator Co.,	Sherwood, N. D.
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" "	Karnack, N. D.
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" "	Argyle, Minn.
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" "	Binford, N. D.
" "	Tracy, Minn.
" "	Niobe, N. D.
" "	Emerado, N. D.
" "	Wyndmere, N. D.
" "	Calvin, N. D.
" "	Grafton, N. D.
" "	Hatton, N. D.
" "	Heaton, N. D.
" "	Zell, S. D.

And many more. This spout is worth your attention. For particulars, write

**JAMES J. GERBER**

Minneapolis, Minn.

## THE SECRET

of

## IDEAL WEIGHING



Is A

## TYPE REGISTERING RICHARDSON



Style No. 6000  
Corn Grading Balance

## TORSION BALANCE

Corn Grading  
Grain Moisture  
Bean and Seed Testing Scales  
Special Scales for Special Purposes

### Torsion Balances

— have —  
No Knife-edges—No Friction—  
No Wear—No Concealed  
Bearings

Used by U. S. Dept. of Agriculture, Testing Stations, Grain Elevators, Seedsmen, Commission Houses and Boards of Trade.

WRITE FOR SEED PAMPHLET

### Torsion Balance Co.

MAIN OFFICE      Factory  
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New York, N. Y.      Jersey City, N. J.  
Pacific Coast Branch  
49 California St., San Francisco, Cal

### The Van Ness Safety Roller Bearing Manlift

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

**R. M. Van Ness  
Construction Company**

203 Grain Exchange  
OMAHA, NEB.

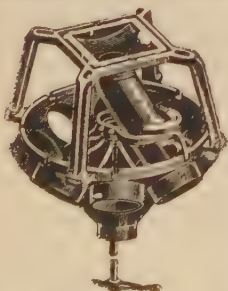
We Build  
Modern Grain Elevators



## HALL SPECIAL

(Elevator Leg)

No one ever saw a HALL SPECIAL Leg in actual operation who did not resolve to have one sometime. He could not help wanting one. No one could. The first thing is to see one operate. We will tell you of the nearest one to your locality, and the equipment best suited to your needs that will gallop all around anything you ever saw. A machine that operates on a commercial basis without confusion, lost motion or waste.



### Hall Signaling Distributor

The moment you receive notice from your consignee of a "REDUCTION FOR MIXED GRAIN," stop and think! Note the amount! Ascertain the cause of the MIXTURE! You can run it down.

THE ELEVATOR OPERATOR KNOWS.

The HALL SIGNALING DISTRIBUTOR was invented originally for the SOLE PURPOSE OF PREVENTING MIXTURES.

It accomplishes THAT PURPOSE absolutely, and it often saves more than its cost in one car load of grain.

**HALL DISTRIBUTOR CO., 222 Ry. Exchange, Omaha, Nebr.**

## CERTIFICATE OF WEIGHT

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name and Weigher. These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL, 315 So. La Salle Street, Chicago, Ill.

## KENNEDY CAR LINERS

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Used by Thousands of  
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MADE BY

**THE KENNEDY CAR  
LINER & BAG CO.**

SHELBYVILLE, INDIANA

I DO NOT KNOW exactly when my subscription to the Journal expires, and hate to miss a single copy.—J. E. Peters, Cheney, Kan.



## REDUCES Cost of Insurance Number of Accidents Labor

The reduction of these three things will go a long way in adding materially to your year's profits. The saving affected in the cost of insurance alone will pay for a manlift within a very short time. Accidents are always costly—in more ways than one. A man can get to the cupola of your elevator in half the time on a manlift that he spends in walking up the stairs. Now in selecting a manlift, bear in mind that there is only one that is called the

## CONSTANT SAFETY MANLIFT

It is installed in hundreds of elevators throughout the country and is known to be the easiest and cheapest operated manlift on the market, and as for safety, it is the safest. It is equipped with ball bearings, adjustable brakes. All brakes work independently of each other.

Send for our latest catalog which gives more detailed information regarding this manlift together with our other grain elevator equipment. It is free for the asking.

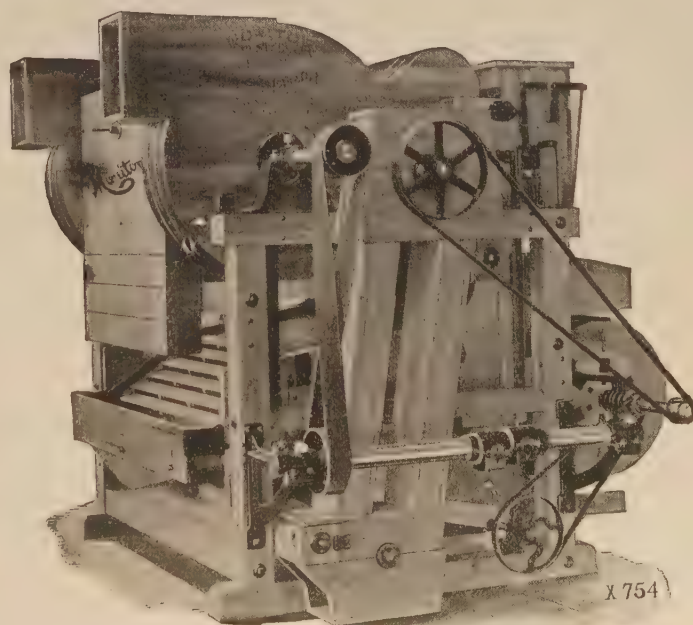
**B. S. CONSTANT MFG. CO.**  
**BLOOMINGTON, ILL.**



## Northwestern Separator

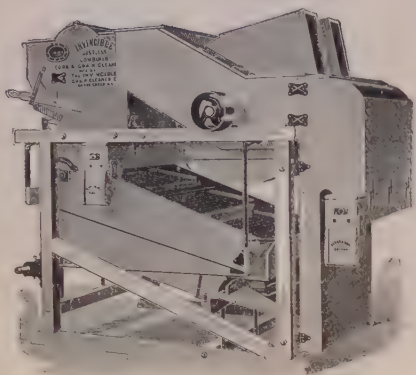
Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

**HUNTLEY MFG. CO.**  
**Silver Creek, N. Y.**



X 754

"Hunt up those screens quick. Hustle. Can't use them? Someone stepped through them? Then we are down and out until new ones come from the factory."



**NEVER** if you use the INVINCIBLE COMBINED CORN AND SMALL GRAIN SEPARATOR. The screens are in the shoe where they belong, all the time. You throw the lever and the grain goes to the right screen. Get the economy?

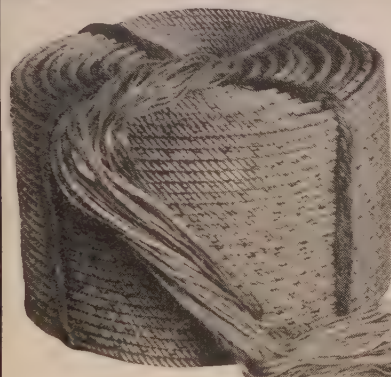
## INVINCIBLE GRAIN CLEANER COMPANY

Dept. 4

SILVER CREEK, N. Y.

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## FROM MAIN SHAFT TO HEAD

Specify AJAX TRANSMISSION Rope in your elevator. Designed especially for grain elevators, it is the best rope the most skillful workmanship can produce. Delays caused by broken transmission rope are expensive. Specify AJAX on your next job.

**H. CHANNON CO.**

Chicago, Ill.



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Operating machines and shafts that could stand idle at least a part of the time. Equip your plant with Tester Clutches and start saving money. Get our Free Booklet. Decatur Foundry, Furnace & Machine Co., Dept. D, DECATUR, INDIANA

For Accurate Moisture Tests use our Grain Dealers Air Tight Cans for forwarding your grain samples.

**ST. LOUIS PAPER CAN AND TUBE CO.**  
ST. LOUIS, MO.

## The Automatic Dump Controller

USED EVERYWHERE

WHY!

Efficiency is one of the greatest necessities today. There will be a vast amount of grain handled during the coming Seasons especially, on account of the War Situation. Therefore speed and accuracy are very much in need. You cannot wait to repair your dump between loads, you must have the equipment that will handle your dump without jarring and bumping, and without frightening the horses.

A Soldier of the Dump, am I,  
 A Soldier brave and true,  
 I passed them ol' exam's, just why  
 Is what I'm telling you.  
 You see I'm good as good can be,  
 I b'lieve in great simplicity—  
 When the wagons drive upon the  
 dump,  
 I don't allow that jerk and bump.  
 I just say, Boys, "Be kerful Sil"  
 And gently let the ol' cat die."  
 And down she sinks with ease so  
 sweet  
 That if it were a dream complete,  
 You could not ask for more.

Circulars upon request.

**L. J. McMILLIN**  
523 Board of Trade Bldg.,  
INDIANAPOLIS, INDIANA

**Eliminates  
Spotting  
Charges**



## Thirty Days FREE Trial

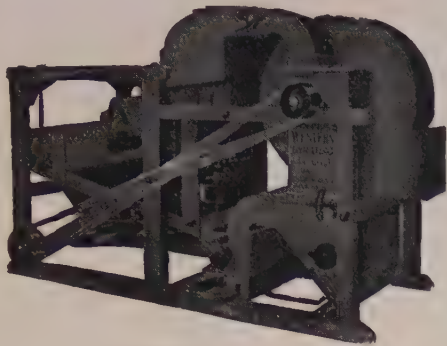
We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

### NEW BADGER

car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately.

**Advance Car Mover Co.** Appleton Wisconsin

**O**UR advertisers are helping us to improve Grain Trade conditions. SHOW YOUR APPRECIATION, Mention G. D. J.



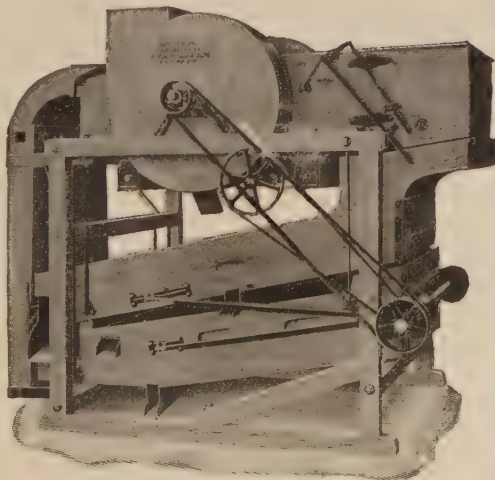
"Western" Gyration Sheller

## Properly Cleaned Grain

always has and always will bring the best prices the market affords. Now that grain is needed so badly, it behooves grain elevator owners to equip their plants with the best cleaners on the market, so the grain they ship out will be cleaned to the highest degree of efficiency, the grade brought to a higher point. Cleaning grain like this helps out wonderfully in the conservation of food stuffs. You all want to do that. If your elevator is not equipped with adequate cleaning machinery, get in touch with us at once and we will send you complete information regarding the "WESTERN LINE" of cleaners. Or there may be some other part of your machinery not up to standard. No matter what it is we can supply it. We want to hear from you in any event.

## UNION IRON WORKS

DECATUR, ILLINOIS



"Western" Combined Corn and Grain Cleaner

# THE CORN EXCHANGE NATIONAL BANK OF CHICAGO

CAPITAL AND SURPLUS . . . . . \$10,000,000.00  
UNDIVIDED PROFITS . . . . . 2,000,000.00

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## GRAIN TABLES DIRECT REDUCTION

Reduce any weight of grain from 600 to 6590 pounds, by 10-lb. breaks direct to bushels. The pounds are printed in heavy faced type, and the reductions to bushels are shown directly beside the corresponding number of pounds, so it is impossible to get the wrong reduction when reading. Printed from large type on card-board, size 10 3/4 x 12 1/2 inches, and sold only in sets as follows:

FORM 3280 DR—For reductions to bushels of 32, 33, 35, 56, 56 with 1 lb. reduction for dirt, 55, 70, 72, 75 and 80 lbs., ten tables printed on five cards. Price 75 cents.

FORM 4560 DR—For reductions to bushels of 45, 48, 50, 52 and 60 pounds, and 60 pounds with dockage for dirt at 1, 2, 3 and 5 lbs. per bushel, nine tables printed on five cards. Price 75 cents.

GRAIN DEALERS JOURNAL  
305 So. La Salle St. Chicago, Ill.

# REDUCE YOUR TOLLS!

This letter comes from one of the best known firms in the country. Read what they say regarding the Universal Grain Code.

J. C. SHAFFER & COMPANY  
GRAIN

234 S. La Salle Street

Grain Dealers Journal, Chicago, Ill.

Chicago, June 11th, 1915.

Gentlemen:—We have used the Universal Grain Code exclusively with about half a dozen Eastern firms, since its publication, and would have used it more extensively had it been in general use. We believe it contains a great many improvements over other codes and that if the grain trade in general would start its use, take time to consider it, and become familiar with its contents, it would prove very satisfactory.

EMC—EC

Yours very truly,

J. C. SHAFFER & COMPANY,

Per E. M. Combs.

Men who have used the Universal Grain Code think well of it. They find it saves them money where they do use it, and that it is a "great improvement" over other codes. Its arrangement and combinations of phrases will secure for its users saving in time and tolls, and leave fewer opportunities for error than any grain code now in use. Follow the example of the men who are using it now, by sending us your order today. Price \$3.00 per copy.

GRAIN DEALERS JOURNAL

315 So. La Salle St.

Chicago, Ill.



A cyclone in the true sense of the word has force of air without any back draft.

## The New "1905" Cyclone Dust Collector

By improved construction, three-fourths of the back draft is eliminated and better work is done on less power. Send for prices and particulars.

*The Knickerbocker Co.  
Jackson, Mich.*

## BOX CARS

10-60,000 capacity. Rebuilt for Grain handling Immediate shipment

**ZELNICKER IN ST. LOUIS**

GET BULLETIN 230

## YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription the Grain Dealers Journal.

## Big Business is Just Ahead of You—



Unusual Demand for Coal Handling Machinery  
A Good Business Barometer

Are your facilities adequate for handling your present tonnage—and *More Business too?*

Let us show you a way to reduce your Handling Cost, increase daily deliveries and better your service.

**G-W  
Wagon  
Loaders**  
Solves the  
Loading  
Problem

Send for  
Catalog 16G.



**GIFFORD-WOOD CO.**

Chicago Office: 565 W. Washington Street  
Works: Hudson, N. Y.

## CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The

Combined Grain Cleaner  
and

**Pneumatic Car Loader**



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

**MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.**

## WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

## GRAIN ELEVATOR BUILDERS

**A. G. BOGGESS**

Builder of

**GRAIN ELEVATORS**  
and Coal Pockets

Phone F. 282 P. O. Box 166  
DECATUR, ILL.

**A. F. ROBERTS**

**ERECTS** ELEVATORS  
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Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.



**Burrell Built Elevators  
are Better—  
the kind you need**

**Burrell Eng. & Cons. Co.**

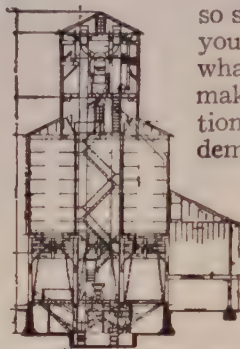
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**Godfrey Mill & Elevator  
Construction Co.**

Mill, Elevator and Warehouse Contractors  
Agents for Kerosene Carburetor

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*Be Satisfied This Season!***"YOUNGLOVE does all the  
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Quick Service****Cribbed and Balloon  
Guaranteed Work****REPAIR SPECIALISTS****YOUNGLOVE CONSTRUCTION CO**  
412 United Bank Bldg. SIOUX CITY, IOWA.**NOT A CHINESE PUZZLE, BUT READABLE  
PLANS and ESTIMATES**

so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

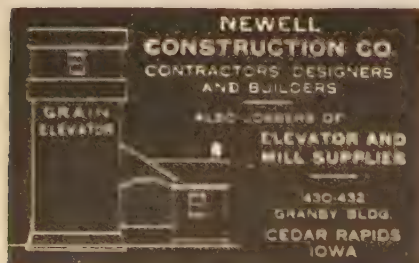
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Board of Trade INDIANAPOLIS, IND.

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We have the most complete organization in the Northwest for the construction of

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320 MERCHANTS EXCHANGE  
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UNITY BLDG., BLOOMINGTON, ILL.**W. C. BAILEY**  
Contracts and Builds  
**Modern Grain Elevators**  
We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.  
433 Range Bldg., OMAHA, NEBR.**MACDONALD ENGINEERING CO.**  
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Elevators and Flour Mills**Your Individual Needs**  
are respected when your elevator is designed and built by  
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Write for Details of Our System**Decatur Construction Co.**  
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### Reinforced Concrete Elevators, Large or Small

Let us prove that our service will save you money on first cost — maintenance and operation.

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*Write us for Estimates and Proposals*

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Now in course of construction at Canton, Baltimore, Md., for the Pennsylvania R. R.

### JAMES STEWART & CO., Inc.

Designers and Builders  
GRAIN ELEVATORS  
IN ALL PARTS OF THE WORLD  
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CHICAGO

W. R. SINKS, Manager

Capacity  
5,000,000 Bushels



## Canadian Government Grain Elevator

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*Capacity 3,500,000 Bushels*

The Last Word in GRAIN ELEVATORS

Designed and Built by

### Barnett-McQueen Co., Limited

OFFICES { FORT WILLIAM, ONT.  
DULUTH, MINN.  
MINNEAPOLIS, MINN.





CONCRETE-CENTRAL ELEVATOR—BUFFALO

	ORIGINAL CONTRACT	ADDITIONS
Concrete-Central . . . . .	Sec. A, 1915 . . . . .	B, 1916. C, D, E, 1917
Shredded Wheat . . . . .	1911 . . . . .	1913 & 1914
Connecting Terminal . . . . .	1914 . . . . .	1916
A. J. Wheeler . . . . .	Monarch Elevator . . . . .	Wheeler Elevator
Superior . . . . .	1914 . . . . .	1916
Archer Daniels Linseed Co. . . . .	1915 . . . . .	1916
The Record of Satisfactory Work . . . . .		Its Reward

## MONARCH ENGINEERING COMPANY

Chamber of Commerce

BUFFALO, N. Y.

September 26  
1917September 12  
1917

THESE photographs show night construction work on a large reinforced concrete work house and grain storage tanks which will form a part of a complete plant now under construction by the Canadian Leonard Construction Co., Limited, for the Quaker Oats Company, at Peterboro, Ontario, Canada, for the manufacture of a full line of their products.

The workhouse contains fifty-one bins in addition to the legs for unloading, transferring and blending. The total grain storage of the entire plant will be about two million bushels.

### LEONARD CONSTRUCTION CO.

WHITEHALL BUILDING  
NEW YORKMcCORMICK BUILDING  
CHICAGO

## JACKS

FOR LIFTING CONCRETE FORMS

Manufactured and Sold by

### Nelson Machine Co.

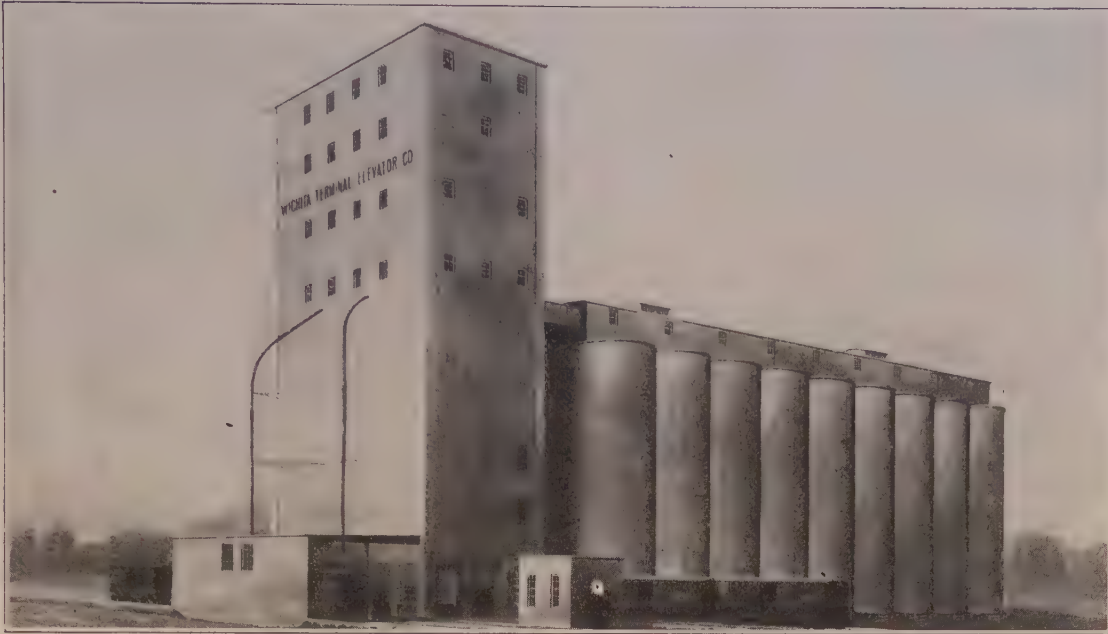
WAUKEGAN, ILL.

In use by many large Elevator Builders



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Elevator Repair  
SpecialistsEngineers and  
Builders of Grain  
ElevatorsWe can make a new  
elevator of your old  
one at small cost29 So. La Salle Street  
CHICAGO



**Wichita Terminal Elevator, Wichita, Kansas**

Recently Completed. Total Capacity of Plant: 1,000,000 Bushels.

Designing and Consulting Engineers for Entire Work

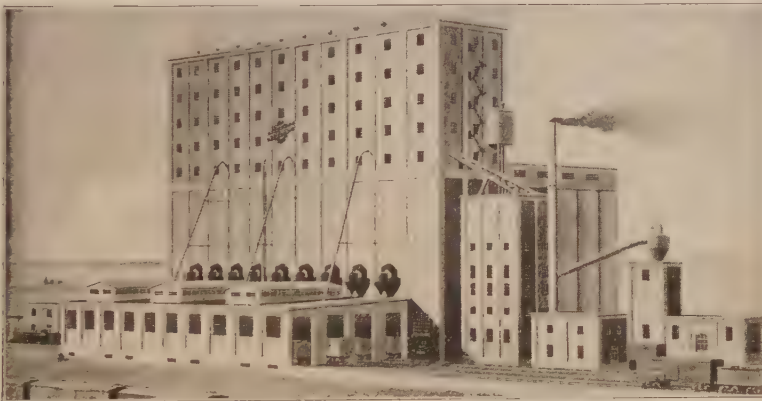
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The 1,250,000 Bushel  
**C. & N. W. Elevator**

at

**Council Bluffs, Iowa**

is the latest acknowledgment of our capabilities as Grain Elevator Engineers and Constructors.

**WITHERSPOON-ENGLAR CO.**

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Builders of Modern, Fireproof  
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**FEGLES-BELLOWS ENGINEERING CO.**

LIMITED

**ENGINEERS—CONTRACTORS**

GRAIN EXCHANGE,  
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UNION BANK BLDG.  
WINNIPEG, MAN.

**THIS IS WHAT WE DID IN 1917**

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.  
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1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man.  
Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.  
Complete Fireproof Plant—Mill, Warehouse and Elevator—for  
the Echo Flour Mills Co., Gladstone, Man.



Canadian Government Railways Elevator, Transcona, Man.

**WE HAVE AN ENVIABLE RECORD FOR SERVICE**

# Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE.

**FOR SALE**—25,000 bu. up-to-date grain elevator, on water and railroad. Also two fine business lots, center of city. Address E. Hauterbrook, Green Bay, Wis.

**FOR SALE OR TRADE**—Elevator in southwestern Iowa, on the C. B. & Q. Railway, for cash or land. Address Atlantic, Box 6, Grain Dealers Journal, Chicago.

**30,000 BU. ELEVATOR** for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

**FOR SALE**—Three cribbed and iron clad 10,000 bushel elevators, located in best wheat belt of northern Utah. Price right. Address John, Box 5, Grain Dealers Journal, Chicago.

**FOR SALE**—Elevator and feed mill. Flour and feed business. No competition. Good business. Best plant in southwestern Wisconsin. Address J. H. Johnsen, Montfort, Wisc.

**INDIANA Elevator** for sale; owners cannot give business the attention it requires. Coal sheds, tool house, all built two years ago. Address Avenue, Box 2, Grain Dealers Journal, Chicago.

**FOR SALE**—Elevator and coal-yard in Northwestern Ohio. Will pay 40% dividends. No trade. Price, \$16,000. If you mean business, address Fair, Box 3, Grain Dealers Journal, Chicago.

**BARGAIN** for quick sale—25,000 bushel elevator with 48x80 warehouse, both reinforced concrete. It is equipped with gasoline engine, full cornmeal and receiving separator. Two unloading legs, ample trackage with track scales. Address B. J. Carrico, Porth Worth, Texas.

**ILLINOIS Elevator**, 65,000 bu. capacity, dealing in grain, coal, lumber, building materials and implements. Elevator building cribbed, concrete tanks, oat storage. Modern equipment. Gas-kerosene power. Yearly shipments, 250,000 bu. Address Center, Box 3, Grain Dealers Journal, Chicago.

**INDIANA Elevator and Retail Feed business** for sale. 12,000 bu. modern house with large ware-rooms attached. Electric power, individual motors, total 46 H. P. Minimum \$11 per month. Station handles 120,000 bus. oats and corn, 200 cars hay. Have large retail feed trade. Fine opportunity to add coal, tile, etc. No better competition could be wanted, no cut-throat game here. A live-wire town of 3,000, surrounded by fine farming country. Managing partner wishes to retire, other partners have interests elsewhere, and cannot handle this business. This is a great bargain at \$8,000. Write Nappanee Produce Co., Nappanee, Ind.

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.

## ELEVATORS FOR SALE

**KANSAS elevator** for sale, 15,000 bu. capacity, built in 1915. Equipment consists of Grain Cleaner, Automatic Scale, Car Loader and 12 H. P. Fairbanks-Morse Engine. For information, write Seguin Grain Co., Seguin, Kas.

**FOR SALE**—Three elevators in Northwest Oklahoma. Best wheat belt in state. All well located in good live towns. Good schools and churches. Bargain if sold soon. Address Head, Box 5, Grain Dealers Journal, Chicago.

**OHIO elevator** for sale, near Lima. Handle grain, hay, coal, flour, feed, tile posts and seed. Capacity small grain, 5,500 bu. ear corn, 4,500 bu. coal sheds. Ship annually 100 cars hay and straw, and 75,000 bu. grain. Price \$5,500. Will also sell residence. Address A, Box 6, Grain Dealers Journal, Chicago.

**BARGAIN**—50,000 bus. cribbed elevator in fine repair, electric power. Own railroad switch. Nearly 2 acres ground. 6 room dwelling house and out buildings. Station has handled 750,000 bushels per year, corn, oats and wheat. One competitor. Reason for selling, moving away. Cheap if taken at once on any reasonable terms to suit buyer. Write quick. Address Louis, Box 6, Grain Dealers Journal, Chicago.

**FOR SALE**—The best and longest established grain and seed business in this part of the state, having been conducted by me for 36 years, but on account of age, want to retire, and will sell at a decided bargain. The property consists of a number of elevators and warehouses at different stations, and all doing a good business. Have been making money. Willing to show my books as to what has been done. Might take some first class land in good location as part payment, but not at any inflated values. If trade at all, must trade soon. Address Wm. C. Smith, Carmi, Ills.

## MILL & ELEVATOR FOR SALE.

**FOR SALE**—50 Bbl. flour mill and elevator in one of the best small towns in northern Michigan. Located in good grain and stock farming section, drawing trade from 15 to 20 miles in each direction. Electric power and light. Full roller process. Buckwheat and Rye roll, and Feed Mill. Good retail flour and feed business with no opposition. This is a money maker for someone. Particulars on request. Owner is getting old, and health is poor. Only son is in Army draft. Custer Milling Co., A. C. McGugan & Son, Props., Custer, Mich.

## ELEVATOR BROKERS.

**JOHN A. RICE**, exclusive elevator broker, Frankfort, Indiana.

**ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT.** NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

**JAMES M. MAGUIRE**—elevator broker, 6454 Minerva Ave., Chicago.

Have for sale a fine selection of elevators in Illinois, worth the money. Can use a few more if priced right. Always glad to hear from prospective buyers.

## ELEVATORS WANTED.

**BUY OR LEASE** Elevators, good points Wichita territory. Address Lex, Box 6, Grain Dealers Journal, Chicago.

**WANTED**—To lease Elevator in Eastern Kans., or would buy right proposition. Address Lee, Box 5, Grain Dealers Journal, Chicago.

**WANTED** to buy an elevator in Northwest Iowa. Must be a money maker and good plant. Mean business. Address Good, Box 4, Grain Dealers Journal, Chicago.

**WANTED TO BUY** for cash—elevator in Central or Eastern Iowa, in good live town. Prefer business handling side lines. Address Het, Box 4, Grain Dealers Journal, Chicago.

**WANTED**—To buy for cash, an elevator in southwestern Iowa or Northern Missouri. Prefer one with side lines. Must be a money maker and a good plant. Address Box 221, Tingley, Iowa.

## BUSINESS OPPORTUNITIES.

**FOR SALE**—Small grain, lumber and coal business. Address J. C. Erwin, Inwood, Ind.

**FOR SALE OR TRADE**—Feed Mill, feed store and flour exchange. Doing good business. Will stand closest investigation. Sherm Johnson, Roll, Ind.

**YOUNG grain man** with successful private experience and first class references wants to invest capital with services in a profitable growing grain or milling business. Capable and reliable. Confidential. Address Young, Box 5, Grain Dealers Journal, Chicago.

**WANTED AT ONCE**—Practical miller with at least \$2,000 to use in buying grain. Will furnish mill and elevator and go 50-50. Must be competent to run plant alone. Splendid opening for right party. Act quick if you mean business. Address Power, Box 6, Grain Dealers Journal, Chicago.

## SCREENINGS WANTED

**WANT TO BUY** Grain and Seed Screenings of all qualities; send samples for bids. The Moses Rothschild Co., Chicago, Ill.

**Clover and Alfalfa Seed Screenings** wanted. Also Low Grade Clover Seed. Send us samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

On the other end of the Journal's "Wanted—For Sale" columns you will find 6,500 grain dealers anxious to know what you have for them.

WE FIND the Grain Dealers Journal very interesting. It contains much news that we are always glad to hear.—Geo. C. Liggett, Grain Dep't, Ransom Coal & Grain Co., Kansas City, Mo.

## SITUATIONS WANTED.

IF you can use an all around grain, coal and feed man, with 12 years experience, address L. Bx. 262, Hooper, Nebr.

**SITUATION** wanted as manager of elevator. 25 years experience. Best references. Address Non, Box 6, Grain Dealers Journal, Chicago.

**WANTED**—Position as grain buyer, in S. Dak. or Minn. 4 years' experience. Married. Age 34. Address P. F. Murray, Sioux Falls, S. Dak.

**WANTED**—Position as manager of grain elevator. Reference and bond furnished. Not in the draft. Address Free, Box 3, Grain Dealers Journal, Chicago.

**POSITION WANTED** with a good live grain firm. Have experience and initiative for upbuilding of business. Address Bush, Box 5, Grain Dealers Journal, Chicago.

**WANTED**—Position as general manager of Elvtr. by competent experienced young man. No job too large. Address Ohio, Box 2, Grain Dealers Journal, Chicago.

**WANTED**—Position in the grain business, by man of ability and experience, at present manager of a line of elevators, but desiring change. Good reason for change, and best of references. Address Able, Box 3, Grain Dealers Journal, Chicago.

**POSITION** as grain solicitor for some good Omaha firm. Have had 8 years' experience in Grain Business with present employers, but wish a change from country elevator. Address A. M. T., Box 6, Grain Dealers Journal, Chicago.

**WANTED**—Position as manager with farmers elevator, or some good private concern. Thoroly experienced in grain and feed business. Prefer Western Nebr., Eastern Colo., or Wyo. Would invest in right proposition. Address Long, Box 1, Grain Dealers Journal, Chicago.

**WANTED**—A position with good grain firm to solicit consignments thru Minnesota, Iowa and South Dakota. Have had several years experience in the grain business as manager of farmers elevator company, but wish a change. For further particulars, address T. J. E., Box 4, Grain Dealers Journal, Chicago.

## SALESMEN.

WE HAVE a selling proposition of merit that is especially attractive to elevator managers. If interested, write for particulars. Warwick-Dymock Company, 214 Board of Trade Bldg., Wichita, Kas.

THE Grain Dealers Journal has been coming to our office regularly for a great many years, and it contains some of the best information to the grain trade of anything we can get, and it is read with interest.—Deer Creek Elvtr. Co., Blackwell, Okla., J. T. Stout, gen'l mgr.

## FEMALE HELP WANTED.

**LONG HAND** addresser. Must operate a typewriter. Address Circulation Manager, Grain Dealers Journal.

**CORR. SPONDENT** experienced to handle Want Ad Department. Must type own letters. Give business experience and salary wanted. Address Advt. Manager, Grain Dealers Journal.

## MALE HELP WANTED.

**WANTED**—An experienced soft wheat man to take charge of a country elevator. A life-time job for the right man. If interested, address Box 156, Laclede, Mo.

**WANTED**—Man to handle grain and lumber. Prefer one who can talk German. State experience fully in first letter. Address Elco, Box 5, Grain Dealers Journal, Chicago.

**WANTED**—Experienced man as elevator foreman. Permanent position with good pay to right man. State experience and salary desired. The Ansted & Burk Co., Springfield, Ohio.

**WANTED**—Thoroughly competent and experienced Superintendent grain elevator construction, by engineering-contracting company. Give full record, references and salary expected. Address Ont. Box 6, Grain Dealers Journal, Chicago.

**WANTED**—Manager for country elevator, Kansas or Missouri. Must be experienced wheat and corn buyer. State age, experience, nationality and full particulars, in first letter. Address S, Box 6, Grain Dealers Journal, Chicago.

**ABOUT JUNE 1ST** we will want a few first class elevator men, experienced in wheat, corn and oats, and able to get their share of the business. Advise where and when you have worked, and what salary expected. Address Ex, Box 6, Grain Dealers Journal, Chicago.

**WANTED FOREMAN** to take charge of wood-working department and machine shop of manufacturing plant. Must have good record, a man who can plan the work and see that it is carried out. Also must do some of the designing and check all work. Experience on Grain Handling machinery preferred, or similar work. Address Dick, Box 6, Grain Dealers Journal, Chicago.

## STEAM ENGINES—BOILERS.

**FOR SALE**—85 H. P. Engine, boiler, heater and pumps. Also complete 100 Bbl. mill machinery. Sell all or part. Cheap. Address W. T. Conklin, Kaw City, Okla.

**FOR SALE** Boilers 35-45 & 90 H.P. Engines 20-50-60 & 150 H.P. Gas Engines 6-10-15 & 25 H.P. Heaters, Pumps, Stacks. Casey Boiler Wks., Springfield, O.

## STEAM ENGINES, BOILERS.

**FOR SALE**—200 H. P. Buckeye engine in first class condition; it has been used only a few years and has never been overloaded; must be seen to be appreciated. Cut-singer & Thompson, Shelbyville, Ind.

**FOR SALE**—Two 100 h.p. boilers. Two 80 h.p. boilers. One 150 h.p. Corliss engine. Heater and pumps. Guaranteed as good as new. W. E. Lamb, Arcade Station, Nashville, Tenn.

**FOR SALE**—One 30x60 Allis-Chalmers heavy duty Engine. One 23x48 Nordberg Engine. Two High Speed Westinghouse Engines. Merchants Steel & Supply Co., 208 S. La Salle St., Chicago, Ill.

**FOR SALE**—One Erie City Boiler, 60" diameter, 16' long, with all front and grate fitting complete. In good shape. Having increased out capacity, and purchased a larger boiler, wish to sell this at once. Address P. S. Heacock & Son, Falls City, Nebr.

## ENGINES FOR SALE.

**25 H.P. FOOS ENGINE** for sale. Cooling and supply tanks; new pipe. Used only few months. The Roundup Milling Co., Roundup, Montana.

**FOR SALE**—20 H.P. 2 cyl. Cushman engine, with feed pump and underground gasoline tank. Used 18 months. Price \$350. Address J. A. Gilles, Philo, Ill.

**FOR SALE**—16 H.P. Fairbanks-Morse gas or gasoline engine, having complete gas attachment. Engine same as rated at 22 H.P., present time. Price, \$400. Putting in motors. The E. W. Armstrong Co., Monroeville, Ohio.

**A BARGAIN**—50 H.P. C. W. Callahan gasoline engine for sale. Fully equipped. Used about 2 years, and in good as new condition. Here's a chance for a man who needs an engine of this size. Address P. O. Vogler, Fall Creek, Wisc.

**OIL ENGINE**—Quick delivery. Used but a short time, 75 H. P. Foos single cylinder special electric type, assuring steady operation. Just the machine for flour mill or grain elevator. Can be seen in Chicago. Will be sold at a bargain. H. W. Jones, 955 Monadnock Bldg., Chicago.

## A Trial Order

**GRAIN DEALERS JOURNAL**

305 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar Fifty-five Cents.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....

Use Universal Grain Code and Reduce Your Tolls.

**MACHINES FOR SALE.**

**FOR SALE**—Several thousand Knox seed corn dryers. Never used. Address the W. C. Pressing Seed Co., Norwalk, O.

**FOR SALE**—10 oil engines, 20 grain cleaners, 50 grinders, 100 roller mills, pulleys, hangers. Half price, like new. A. D. Hughes Co., Wayland, Mich.

**ELEVATOR OPERATORS** wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

**FOR SALE**—Sutton, Steele & Steele No. 112 Seed separating and grading machine. Practically new. A bargain for cash or might trade for Alfalfa or other Field Seeds. It will pay you to investigate this. Pittman & Harrison Co., Sherman, Tex.

**FOR SALE**—Foos Scientific Degerminating Machine.

Three Steel Gubbins Driers.  
One Gluten Tank.

Two Cast Iron Cone Hoppers. Also shafting, pulleys, pipe and valves. Merchants Steel & Supply Co., 208 S. La Salle St., Chicago.

**FOR SALE.**

1—Chandler & Taylor Engine.....13x16  
1—Porter Engine ..... 9x12  
1—Vertical Engine .....10x14  
1—Marsh Boiler Feed Pump.....8x5x10  
1—Great Western Double Roller Mill 9x24  
1—Flaking Roll .....12x24  
1—12 Cylinder Rich Ring Grader.  
1—4 Cylinder Rich Ring Grader.  
1—Victor wheat scourer & polisher, size 4.  
1—Richmond Bolter and Dresser.  
6—Set Mill Stones with all fixtures complete. Pulleys, Drop and Post Hangers, Pillow Blocks and conveyors. Joy Morton, Nebraska City, Neb. M. M. Vaughn, agent.

**REAL BARGAINS**

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St.,

Chicago, Ill.



**MACHINERY**  
For Grinding, Elevating and  
Conveying all kinds of grain,  
of standard makes, from  
smallest to largest  
capacities.

**NEW  
AND 2ND  
HAND  
REBUILT  
FLOUR  
MILL  
MACHINERY**

**GOOD  
AS  
NEW**

**Big Stock**

We have the Largest  
Stock of 2nd Hand Flour  
Mill and Elevator Machinery  
in the World.

Belting, Pulleys, Shafting, Elevator  
Buckets and Conveyor Bolting  
Cloth and Roll Grinding.

Write for Net Price Book No. 18-B

**B. F. GUMP CO.**  
THE MILL SUPPLY HOUSE  
431-437 South Clinton Street, CHICAGO, ILL.

**MACHINES WANTED.**

**WANTED**—9x24 roll, three pair high. Must be in good condition. Write Pitt, Box 5, Grain Dealers Journal, Chicago.

**WANTED**—One high pressure steam boiler, 150 horse power. Must be in first class condition. Address C & C, Box 5, Grain Dealers Journal, Chicago.

**WANTED**—One set of rolls (3 pair) for Wolf 3 pair high right hand feed mill. 9x14. Prefer rolls already corrugated sharp to sharp, eight (8) corrugations top pair, sixteen (16) corrugations middle pair, twenty-two (22) corrugations lower pair. Must be in good condition. Address Westbrook Grain & Milling Co., Pine Bluff, Ark.

**BELTING FOR SALE.**

2-26" 4 ply Rexall canvas belts, 118 feet and 225 feet long, 60c a foot.

2-26" 4 ply rubber belts, 168 feet and 105 feet long, 40c a foot.

All in good condition.

The STEPHENS ENGINEERING CO.,  
Monadnock Bldg., Chicago.

**DYNAMOS—MOTORS.**

**MOTORS OF ALL KINDS** and sizes, for sale. Write Osborn, 1505 Commerce Bldg., Kansas City, Mo.

**IF YOU ARE SEEKING** a business write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ill.

**CASH REGISTERS.**

**CASH REGISTERS**—St. Louis Cash Registers and Rebuilt National Cash Registers for Book-keeping and accounting. Are you interested? Howe Scale Co., St. Louis, Mo.

**SAFES FOR SALE.**

**SAFES**—Exclusive agents Herring Hall Marvin Fire and Burglar proof safes. Portable Vaults & Filing Safes. What size do you need? Howe Scale Co., St. Louis, Mo.

**SECOND-HAND BAGS AND BURLAP.**

**BURLAP BAGS OF EVERY KIND FOR SALE**; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

Give a Journal "Wanted—For Sale" ad something to do for you—it needn't be something easy.

**NEW CORN**

**We Shell, Clean and Dry Corn**

**Capacity 10,000 Bushels Per Day**

**Ship Us Your Ear Corn or Shelled Corn**

**JOHN KAM MALTING CO.**

**BLACK ROCK, N. Y.**

Located on N. Y. C. R. R.

R. R. Track and Hopper Scales

**Correspondence Solicited**

**HAY WANTED.**

**WANTED**—Alfalfa, Prairie, Timothy Hay, Snap Corn, Oats and Mill Feeds. Will buy in large or small quantities from any place.—A. S. Lewis Gr. Co., Dallas, Texas.

**FLOUR FOR SALE.**

**MIXED CARS** of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

I HAVE taken the Grain Dealers Journal for 6 years and am well pleased with it, and if I was going to stay in the grain business I certainly would not do without the Journal.—A. J. Hunter, agt. Saskatoon Co-operative Elvtr. Co., Ardath, Sask.

WE ARE NOT glad that our subscription has expired because that reminds us that we have passed another milestone, but we are glad to have the privilege of subscribing for a Journal as valuable and worthy as the Grain Dealers Journal, which is worth several times the price. In fact, it's good.—Shepherd & Son, Hobart, Okla.

**SCALES FOR SALE.**

**FOR SALE**—One 20,000 lb. Fairbanks Truss Lever Hopper Scale. Good condition. Howard Grain Co., Mount Hope, Kas.

**FOR SALE**—One second-hand Avery Automatic Scale, capacity 6 bushels per discharge. Good condition. DeLong Bros., Sadorus, Ill.

**FOR SALE**—150 bu. Fairbanks hopper scale. Good as new. For particulars write G. E. Roe, Mgr. Farmers Union Co-op. Ass'n, Carroll, Nebr.


**WANTED AND FOR SALE**—Scales, re- fitted wagon, dormant and portable. What make do you want? Also complete stock of Howe Scales for every known purpose. Largest dealers Scales, Safes and Cash Registers. Are you in need? Write today. Howe Scale Co., St. Louis, Mo.

**SCALES REPAIRED AND SOLD**

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

**COLUMBIA SCALE CO.**

2439 N. Crawford Ave. - Chicago, Ill.



**\$50,000 Worth of Power Transmission Machinery Bargains.**  
**\$40,000 Worth of Leather, Rubber and Canvas Belt Bargains.**  
Send for Bargain List No. 18-T.  
**TEUSCHER & SON MACHINERY SUPPLY CO.**  
ST. LOUIS, MO.  
We Buy All Kinds of Machinery Plants.

## SEEDS FOR SALE—WANTED

### SEEDS FOR SALE.

**GOOD Spring Durum Seed Wheat for sale.** Write The Spelts Grain Co., Sterling, Colo.

**FOR SALE—Red Clover Seed** direct from the quality producing section of Wisconsin, free from buckhorn and dodder. 5 to 25 bag orders from critical buyers, our favorite trade. Oshkosh Seed Co., Oshkosh, Wisc.

**WE OFFER A LIMITED QUANTITY KENTUCKY BLUE GRASS AND ORCHARD GRASS SEED. HIGHEST GRADE. FOR QUICK ORDER. ELMENDORF COAL & FEED CO., INC. LEXINGTON, KY.**

**The Mangelsdorf Seed Co.**  
Sweet Clover, Alfalfa,  
Soudan Grass, Millet, Rape.  
ATCHISON KANSAS

**WE WANT CORN THAT WILL GROW**  
**STOECKER SEED CO.**  
Peoria, Ill.

**SEED CORN For Sale**  
Both Hand and Machine Shelled.  
Also in the Ear. Yellow and White.  
**SOUTHEAST MISSOURI GRAIN CO.**  
Malden, Missouri

**RUSSELL SEED CO.**  
Carlot Shippers All Southern Seeds  
We buy Clovers, Rye, Barley, Wheat  
**MEMPHIS, TENN.**

**A. W. SCHISLER FIELD AND SEED COMPANY**  
53 Years Service GARDEN Buyers and Sellers Bag or Car Lots  
St. Louis, Missouri

# SEED CORN

*Specially Selected by Experts*

Choice Reeds, Yellow Dent. Quickest Growth. Shortest Maturity. Bred and grown near Fortieth Parallel. Specially adapted to the Latitude, Climate and Soil of Illinois, Indiana, Ohio, Pennsylvania and South. Shows high germination test. Recommended by U. S. Department of Agriculture.

Subject to being unsold we offer a few cars of this corn at the extremely low price of \$3.00 for 70 pounds in the ear f. o. b. Indianapolis in car lots bulk.

We can also furnish in lots of 100 bushels or more shipped in the ear in bags at \$4.00 for 70 pounds f. o. b. Indianapolis. No charge for bags. Less than 100 bushel lots at \$5.00 for 70 pounds f. o. b. Indianapolis.

**H. E. KINNEY GRAIN CO.**  
INDIANAPOLIS, INDIANA

### SEEDS FOR SALE

**FOR SALE—Alsike and Timothy Seed.** For prices, write Walter G. Trumpler, Tiffin, Ohio.

**FOR SALE—Alfalfa Seed.** For samples and prices write Grain & Storage Co., Douglas, Wyo.

**FOR SALE—35 bu. yellow dent seed corn,** test 96%. 50 bus. Leaming yellow. 35 bus. white, test 98% germination. Price \$5.00 per bu., on cars here. Bags extra. A. J. Graff, Lithium, Mo.

**TESTED—Seed Corn,** all kinds, American grown alfalfa, red clover, alsike, timothy, barley, marquis spring wheat, Alberta cluster oats, in bushels or car lots. Send list your needs for special prices. Ebeling's Seed Store & Warehouse, Syracuse, N. Y. Established 50 years.

**H. W. DOUGHTEN, 59 PEARL STREET, NEW YORK CITY**  
Importers, Exporters and Jobbers  
**Grass and Field Seeds**  
We Are Buyers of NEW CROP ALSIKE and Sellers of D. E. RAPE

## Directory Grass Seed Trade

### ATCHISON, KANS.

Mangelsdorf Seed Co., The, wholesale seeds.

### BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

### BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses, McCausland, Sam'l, ryegrass and dogstail.

### CHICAGO, ILL.

Dickinson Co., The Albert, seeds. Illinois Seed Co., The, grass and field seeds. Johnson, J. Oliver, seed merchant.

### CINCINNATI, OHIO.

McCullough's Sons, The J. M., field, garden seeds.

### CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

### CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds. Crawfordville Seed Co., seed merchants.

### EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

### GIBSON CITY, ILL.

Noble Bros., whse. seed merchants.

### INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

### KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp. Peppard Seed Co., J. G., wholesale seeds. Rudy-Patrick Seed Co., wholesale seeds.

### LOUISVILLE, KY.

Hardin, Hamilton & Lewman, gra. & fld. seeds. Lewis & Chambers, whse. seed merchants. Louisville Seed Co., clover & grasses. Wood, Stubbs & Co., grass & garden seeds.

### MACON, GA.

Georgia Seed Co., field and garden seeds.

### MEMPHIS, TENN.

Schwill & Co., O., garden and field seeds.

Russell Seed Co., all southern seeds.

### MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

L. Teweles Seed Co., field seeds.

### MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.

Minneapolis Seed Co., seed merchants.

Northrup, King & Co., wholesale seeds.

### NEW YORK, N. Y.

Doughten, Inc., H. W., grass & field seeds.

Nungesser-Dickinson Seed Co., whse. seed mchts.

Radwaner, I. L., field & grass seeds, exp. imprtr.

### PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

### ST. LOUIS, MO.

J. Goldsmith & Co., grass seeds, peas, grain.

Schisler, F. & G. S. Co., A. W., seed merchants.

### TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa.

The Toledo Field Seed Co., clover, timothy.

### TWIN VALLEY, MINN.

Heiberg, M. A., wholesale seed merchant.

**The J. M. McCullough's Sons Co.**  
**BUYERS—SELLERS**  
**Field and Garden Seeds**  
CINCINNATI - - OHIO

**OTTO SCHWILL & CO.**  
Memphis, Tenn.  
**GARDEN and FIELD SEEDS**  
Also Onion Sets, Poultry Food, Bee Supplies

## SEEDS FOR SALE—WANTED

## SEEDS FOR SALE.

**FOR SALE**—Genuine Grimm Alfalfa seed. Grown carefully. High germination. Arthur J. Snyder, Springfield, Idaho.

**SUDAN GRASS SEED**—We specialize in its production and take care to have it pure and clean. Seed very scarce. Price \$28.50 per hundred, carload, f. o. b. J. F. Thweatt Gouldbusk, Texas.

**SEED CORN**—We have to offer tested seed corn of following varieties: Leaming, Reed's Yellow Dent, Yellow Dent Ensilage, White Cap Yellow Dent, Boone Co. White, Eureka Ensilage and Southern White Ensilage. Write or wire for prices. The Philadelphia Seed Co., Inc., Philadelphia, Pa.

## SEEDS FOR SALE

**FOR SALE**—Red Clover, Timothy and Montana-grown variegated Alfalfa. Northern Field Seed Co., Winona, Minn.

**DRY LAND ALFALFA SEED**, all home grown. 1917 crop. Bushel or car-lot. Bow Creek Farm, Logan, Kas.

**FOR SALE**—5,000 bushels Iowa "103" Oats. Yield 104 bushels per acre. Clover and timothy. Early selected seed corn a specialty. E. G. Lewis Seed Co., Media, Ill.

**CARLOTS OR LESS**—Alfalfa and white blossom sweet clover. Write for samples and prices. Sevier Valley Mer. Co., Box 1, Salina, Utah.

## SEEDS FOR SALE

**FOR SALE**—Good, recleaned Alfalfa Seed, \$10 per bu. Wamego Seed & Elevator Co., Wamego, Kans.

**FOR SALE**—Car-load lots, Broom Corn and Golden Millet; also Dwarf Cane seed. The Spelts Grain Co., Sterling, Colo.

**FOR SALE**—One car 1917 Ear Corn, well matured U. S. selection 119, developed from Boone County White. "Government test 100% germination." Immediate inspection necessary. Address O. Beall, Box 287, Frostburg, Md.

## The Seed Terminal of the Northwest

Northrup, King & Co. of Minneapolis, have the facilities, equipment and logical position to supply seeds to advantage.

**FIELD SEED**—Car lots or less, Northern grown.

**GARDEN SEED**—Hardy Varieties, large or small lots.

**ONION SETS**—We grow and sell thousands of bushels.

**POULTRY FEED**—Our formulae or special milling.

**NORTHRUP, KING & CO., MINNEAPOLIS**

**We Buy and Sell JOHN A. SALZER SEED COMPANY** Send for Samples  
Clovers—Timothy—Alfalfa Write for Our Commission Seed Proposition LA CROSSE, WIS.

**We Buy SEEDS We Sell**  
**J. G. PEPPARD SEED CO.**  
Kansas City, Mo.

**MISSOURI BRAND SEEDS**  
Specialists  
KANSAS GROWN ALFALFA  
MISSOURI GROWN BLUE GRASS  
**MISSOURI SEED CO.**  
KANSAS CITY, MISSOURI

**RUDY-PATRICK SEED CO.**  
**ALFALFA—TIMOTHY**  
KANSAS CITY, MO.

**WE BUY AND SELL**  
Wheat Screenings, Cane Seed, Salvage Wheat,  
Kaffir Corn. Write or wire for prices.  
**HENRY LICHTIG & CO., Kansas City, Mo.**

We are buyers and sellers continually of  
**CLOVER, ALSYKE,  
TIMOTHY, ALFALFA**  
carlots or less.

Sample envelopes on request.  
Send us samples of what you have to offer.

Write or wire when in market.

**T. H. COCHRANE CO.**  
PORTAGE WISCONSIN

**WE SELL**  
**FIELD PEAS**  
**RAPE SEED**  
**ORCHARD GRASS**  
**RADWANER**  
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WHOLESALE GRASS SEED DEALERS  
Continuously in the Grass Seed Business for more than 40 years. Buyers and sellers of all grass seeds in season. Correspondence solicited.  
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BELFAST, IRELAND  
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Cables, "Shamrock, Belfast." A B C Code, 4th and 5th Editions.

**WOOD, STUBBS & CO.**  
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Ky. Blue—Orchard—Red Top  
**BUY AND SELL**  
Also full line Garden Seeds

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**CLOVER AND TIMOTHY SEED—GRAIN**

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**BUYERS AND SELLERS**  
**OF ALL VARIETIES FIELD SEEDS**



**MINNEAPOLIS SEED COMPANY**

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**HARDY NORTHERN GROWN SEEDS OUR SPECIALTY**

ASK OUR BIDS BEFORE SELLING. BUYERS, RECLEANERS, SELLERS. WRITE OR WIRE FOR SAMPLES AND PRICES.

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GRASSES, FORAGE SEEDS, SEED GRAINS, PEAS, BEANS AND SCREENINGS

SEED ELEVATOR AND WAREHOUSES.  
34TH TO 35TH STS. AND RAILROAD  
AVE SO, ON C. M. & ST. P. RY.

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OFFICES: 3444 RAILROAD AVE. SO.  
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GRAIN ELEVATORS AND WAREHOUSES.  
35TH TO 37TH STS. AND RAILROAD  
AVE SO, ON C. M. & ST. P. RY.

**FOR SALE**  
**HIGH GRADE**  
**CLOVER**

Ask for Samples

**Crawfordsville Seed Co.**  
Crawfordsville, Ind.

## SEEDS FOR SALE—WANTED

### SEEDS FOR SALE

I OFFER 400 bushel of Japan Clover Seed, Snapped corn chops, Stock peas, carloads or less. Write for prices. N. S. Cole, Newbern, Tenn.

FOR SALE—White Russian Silver Mine oats, Siberian-German Broom-corn and common millets. Mammoth Yellow and Red Cob fodder corn. Write for samples and prices. M. A. Heiberg, Twin Valley, Minn.

HIGHEST GRADE SEED CORN grown. Reid's Yellow Dent and Iowa Silver Mine White Corn, well matured, selected, tested 98% germination. 1917 crop. Prices right. J. M. Schultz, Dieterich, Ill.

### SEEDS WANTED.

FOR SALE—Black Hills alfalfa seed; \$6 per bushel. For sample, send stamp to Brookside Farm, Buffalo Gap, S. D.

WE specialize in German Millet, and can offer carlots or less for sale. Correspondence solicited. D. H. Clark & Sons, Galt, Mo.

FOR SALE—Black Hills Alfalfa Seed, Dryland grown, in large quantities, and offer in wholesale or retail lots. Common S. D. No. 12; Bullock's Pioneer Strain, the oldest fields in the Northwest. Professor Hansen's Siberian varieties, the Cossack and Chernoo (Hybrids), and Orenburg (Falcata). Send for prices, samples and booklet. Chas. C. Haas, Glenheim Farm, Whitewood, S. D.

### SEEDS FOR SALE

FOR SALE—Superfine tested Perennial and Italian Ryegrasses. Crested Dogstail. John Lytle & Sons, Ltd., Belfast, Ireland.

BLACK and Red Amber Cane, small or car lots. Also millet and field sorghum. We live where it grows. Sharp Bros., Healy, Kas.

FOR SALE—Several carloads of extra good Reid's Yellow Dent Corn, suitable for seed. Can ship shelled or in ear. Also have car Red Texas Seed Oats, Red Clover Seed, and some Rye for seed. Eagle Mill & Elevator Co., Higginsville, Mo.

## FOR SALE SUGAR BEET SEEDS—Russian Imported

Klein Wanzleben Variety—Magdeburg Standard

Ready for Immediate Shipment

ALEXANDER HINCHUK & CO. - 5 Beekman Street, New York, N. Y.

### CLOVER SEED--TIMOTHY SEED

That order for clover or timothy futures  
"Send it to Zahm"

J. F. ZAHM & COMPANY, Toledo, Ohio  
Here since 1879 Ask for our daily Red Letter—Free

### The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.  
Toledo, Ohio

### THE CRUMBAUGH-KUEHN CO.

TOLEDO, OHIO  
We pay top prices for seeds. Your track or Toledo. Send samples.  
Samples, prices and our market letter upon request. Cash and futures.

### CLOVER

ALSIKE TIMOTHY ALFALFA

## THE STANFORD SEED CO.

BUFFALO TIMOTHY—CLOVER—ALSIKE—ALFALFA—GRASSES N. Y.

White Clover

Orchard Grass

Tall Meadow Oatgrass

Ryegrass

Wm. G. Scarlett & Co.

Baltimore, Md.

### L. Teweles Seed Co.

Milwaukee Wisconsin

Headquarters for

Red, White and Alsike

Clover

Timothy and Alfalfa

Seed

SEED CORN FIELD PEAS

## FIELD SEEDS GRASS

## Poultry Feeds

Timothy  
Clover

Alfalfa

Milletts

Cane

Kafir

Popcorn

Lawn Grass

## SEED CORN COMMERCIAL

Red Cob White—Boone County White—Yellow Dent  
SUNFLOWER SEED

SIKES-McMULLIN GRAIN COMPANY, SIKESTON, MO.

FLOWER, FIELD and LAWN SEED

J. OLIVER JOHNSON

Wholesale

SEED MERCHANT

1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

## WANTED

Seed Oats Spring Rye

Barley and Wheat

FARMER SEED & NURSERY CO.

FARIBAULT - MINNESOTA

The Albert Dickinson Co.

ESTABLISHED 1856

Minneapolis

Chicago

# HESS GRAIN DRIERS MOVE PROMPTLY

How promptly? See this list of recent sales and shipments.

CUSTOMER	Order Received	Drier Shipped	CUSTOMER	Order Received	Drier Shipped
Lewellyn Bean Co., Grand Rapids, Mich.	Oct. 22	Oct. 22	Golden Belt Gr. & Elevtr. Co., Topeka, Kas.	Feb. 2	*Feb. 18
Cape County Mlg. Co., Jackson, Mo.	Oct. 23	Oct. 25	Lawrenceburg Roller Mills Co., Lawrenceburg, Ind.	Feb. 5	*
Cape County Mlg. Co., Puxico, Mo.	Oct. 23	Oct. 26	Gidding Bros., Milledgeville, Ohio	Feb. 6	*Feb. 22
Lewellyn Bean Co., Big Rapids, Mich.	Nov. 2	Nov. 3	Gidding Bros., Octa, Ohio.	Feb. 6	*Feb. 22
Kinde Farmers Elevtr. Co., Kinde., Mich.	Nov. 5	Nov. 9	Stanford Seed Co., Binghamton, N. Y.	Feb. 7	Feb. 8
Chatterton & Sons, Toledo, Ohio.	Nov. 5	*Nov. 23	Argenta Grain Co., Argenta, Ill.	Feb. 8	Feb. 9
Cedar Rapids Gr. Co., Cedar Rapids, Ia.	Nov. 7	*Nov. 16	Pioneer Flour Mills, San Antonio, Tex.	Feb. 9	Feb. 11
Belden & Co., Geneseo, N. Y.	Nov. 7	Nov. 12	Born & Co., Lafayette, Ind.	Feb. 11	Feb. 13
Shellabarger Elevtr. Co., Decatur, Ill.	Nov. 9	Nov. 15	Oreana Grain Co., Oreana, Ill.	Feb. 11	Feb. 12
Bishopp Grain Co., Sheldon, Ill.	Nov. 10	Nov. 14	Amboy Grain Co., Amboy, Ind.	Feb. 12	Feb. 15
Bishopp Grain Co., Sheldon, Ill.	Nov. 12	Nov. 17	Hunt Bros. Mill Co., Pleasant Hill, Mo.	Feb. 14	Feb. 16
Union Stock Yards Co., Chicago, Ill.	Nov. 17	*Dec. 31	Gibson Battle Co., Melbourne, Aust.	Feb. 14	Feb. 19
Scholer & Weedman, Farmer City, Ill.	Nov. 17	*Dec. 6	Williamson Mlg. Co., Clay Center, Kas.	Feb. 18	Feb. 20
Funks Grove Gr. Co., McLean, Ill.	Nov. 17	Nov. 24	American Hom. Co., Terre Haute, Ind.	Feb. 20	*Mar. 20
Farmers Elevator Co., Letcher, S. D.	Nov. 23	Nov. 27	Newport Mill Co., Newport, Tenn.	Feb. 23	Feb. 25
Detroit Union Elevtr., Detroit, Mich.	Nov. 24	*Dec. 27	E. W. Conklin & Son, Binghamton, N.Y.	Mar. 1	Mar. 2
Heaton Farmers Gr. Co., Heaton, Ill.	Dec. 5	Dec. 12	Nebr. City Corn Mills, Firth, Nebr.	Mar. 5	Mar. 6
Shellabarger Elevtr. Co., Decatur, Ill.	Dec. 11	Dec. 13	Samuel Hastings Co., Cairo, Ill.	Mar. 6	*
American Hominy Co., Decatur, Ill.	Dec. 17	*Feb. 19	Atlanta Milling Co., Atlanta, Ga.	Mar. 6	Mar. 7
Pierce Elevator Co., Union City, Ind.	Dec. 19	Dec. 20	Central Ill. Grain Co., Ashland, Ill.	Mar. 7	Mar. 7
Chambers & Foote, Tuscola, Ill.	Dec. 22	*Jan. 4	Central Ill. Grain Co., Laomi, Ill.	Mar. 7	Mar. 9
Dixie Grain Co., Shelbyville, Tenn.	Dec. 24	Dec. 24	Burton View Gr., Coal & Lumber Co., Burton View, Ill.	Mar. 13	Mar. 13
Tabor Co-op. Elevator Co., Tabor, Ill.	Jan. 4	Jan. 4	J. F. Umpleby, Ohlman, Ill.	Mar. 13	Mar. 13
Wallace Co., Port Arthur, Mich.	Jan. 9	Jan. 9	Pittsford Mlg. Co., Pittsford, N. Y.	Mar. 15	Mar. 15
W. B. Forsman, Talbot, Ind.	Jan. 10	Jan. 10	Rea Patterson Mlg. Co., Coffeyville, Kas.	Mar. 18	*
E. B. Conover, Inc., Dawson, Ill.	Jan. 16	Jan. 16	Dorsel Milling Co., Newport, Ky.	Mar. 21	Mar. 21
E. B. Conover Grain Co., Peoria, Ill.	Jan. 17	*Jan. 31	Hudson Grain & Coal Co., Hudson, Ill.	Mar. 22	*
Trenton Milling Co., Trenton, Ill.	Jan. 29	Jan. 29	Wells-Abbott-Nieman Co., Schuyler, Neb.	Mar. 23	*
Hercules Powder Co., Dover, N. J.	Feb. 1	Feb. 1	Baltimore Pri. Hom. Co., Baltimore, Md.	Mar. 25	*
Stonington Far. Gr. Co., Stonington, Ill.	Feb. 1	*Feb. 12			
Early & Daniel Co., Cincinnati, O.	Feb. 1	*Mar. 16			

\*Orders marked \* were held to await the readiness of the housings or buildings for the drier, and in all cases the equipment was delivered as soon as the places were ready for them. We can do as much for YOU.

## HESS OUTDOOR CONDITIONERS

are moving fast also. You need one or more, even if you have a drier, for they take up no room, require no heat. Gravity, sun and wind work for you, free, and save your grain from deterioration. (Not a drier.)

### Hess Warming & Ventilating Co.

907 Tacoma Bldg.

Chicago, Illinois

## GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

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Charles S. Clark, Manager.

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### THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

### LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you

### QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, MARCH 25, 1918

TRADERS and speculators cannot fish over night with a line longer than 200,000 bushels of any option unless they have a longer line of grain.

WHY draw the line at 200,000 bus.? When the crop is a billion bushels the holder of 1,000,000 bus. or more can not be accused of being a monopolist.

FINES and jail sentences are imposed almost daily on persons who walk off with merchandise taken from cars in terminal yards. Yet railroads claim loss of grain in transit, thru theft, is impossible.

SOUTH DAKOTA has a bill which seems likely to become a law this week which provides for the registration and conscription of laborers for farm work. This will be sure to drive the hobos to other states, especially at harvest time, when South Dakota will need them most.

A DREAMER with plans has worked Dubuque into a fever heat by a 10 story flour mill right on the banks of the Mississippi, and an elevator every few miles up and down the river, for facilitating the collection and shipping of wheat to the mill. Diamond Joe Reynolds abandoned that idea 50 years ago.

IF YOU try hydrocyanic acid gas on your moth pest, be extra careful not to become one of the victims of the gas. This is the time when the nation needs every loyal grain dealer. This gas is a deadly poison.

REPORTING grain on hand at the end of the state taxable year as "held on government account," does not, in the opinion of state tax officials of Washington, absolve the holder from payment of taxes. This is a clash between federal and state ideas the outcome of which is of direct interest to every grain dealer.

MANY FARMERS of winter wheat sections will this year try spring wheat, in the hope of increasing the crop of this much desired grain. Grain dealers who have any difficulty in supplying their wants along this line should communicate with the wholesale field seed dealers. Our entire facilities is at the service of anyone experiencing any difficulty in getting the seed needed.

THE TORNADO season is approaching, a fact that already has been brought home to many elevator owners of Northwest Ohio. Thus far no elevators have been destroyed this spring, but many have been unroofed and otherwise damaged, and the only thing that will bring relief to an individual whose house is wrecked is an insurance policy covering tornado and windstorm damage.

MUCH of the sympathy of the farmer is for himself, and it lodges there much if not all of the time. The Food Administration's request for reports on the "nationality and general attitude" of the farmer, will bring in some interesting data. Some wheat may be held because the owner is pro-German, but a great deal of the wheat in farmers' hands is held because the owner is pro-German.

WHETHER trading in the lower grades of corn and oats will prove practical, when it comes to carrying a damp crop thru winter storage, may seem decidedly dubious to the average grain handler, but surely dealing in the grains most commonly handled should make futures more useful and more attractive to dealers in all sections, who desire to protect their holdings or purchases against the fluctuations of the market.

A RUMOR is being circulated by interested parties to the effect that the government will not permit the erection of elevators this year at stations already equipped with an elevator. Pure fabrication. Elevator facilities needed to handle grain from farmers' wagons to cars are more essential to the welfare of the nation than a thousand other industries commonly classed as non-essentials. The government has taken no specific action to discourage or restrict the building of needed facilities for handling grain or any other foodstuffs.

NOW COMES potato flour, to be produced from Idaho tubers, one pound of flour from five pounds of Murphys. It is claimed spud flour is so rich, one pound will go a long ways. If taters is flour how long can we continue to believe that pigs is pigs?

CONGRESS is asked to appropriate nearly \$20,000,000, to be used by the Dept. of Agriculture to encourage the production of more food, educate producers, distributors and consumers to handle and use it more wisely, to aid in seed collection and distribution and other work incidental to these purposes. That sum should buy considerable encouragement, but are the people willing to be coddled twenty million dollars' worth?

EFFECT of the advance of 15 per cent in rates will be none the less drastic because the orders granting the carriers the privilege of making the increase came without preliminary warning. Permission is given to make the rates effective in five days, which means hurry and increases the possibility of errors in compiling and printing the tariffs. Grain shippers are warned to scrutinize carefully all freight bills presented for payment and in the absence of access to the new tariffs to ask the authority of the agent for making the higher charge.

A SOUTHERN OHIO elevator operator was arrested last week, because he had neglected to comply with the requests of the state fire marshal that he correct certain fire hazards of his plant, and thereby reduce the opportunity for the burning of food and the destruction of life. It should be unnecessary for any elevator owner who naturally is interested in his own property, to be required to do anything looking to the safe guarding of that property, but in a few isolated cases this proves to be necessary. The progressive wide awake elevator owner is generally looking for opportunities to reduce his fire hazard, and welcomes suggestions for the safe guarding of his property.

ELEVATOR FIRES, the cause of which is generally credited to "Unknown" are now credited by a gullible public to "Incendiarism." Even some of the fires, the cause of which is known to the parties interested, are credited to incendiarism. The public mind is in a mood to swallow almost any hysterical statement, if made with frequency and earnestness. So long as the press and the people persist in circulating reports of incendiarism, even tho they are known to be untrue, the agitation will of itself prompt some weak minded moron to start fires. The only safe plan for the grain elevator owner is to equip all openings to his elevator with strong doors and locks, and to guard it day and night to the best of his ability against all strangers. Keep them out.

DO NOT forget April 12th is the day to give your elevator and the surrounding landscape a thoro cleaning, not only to reduce the fire, moth and weevil hazard, but to make your place of business more attractive to customers and more healthful to all workers. Try it.

THE HOUSE may refuse to pass the agricultural bill with the amendment raising the 1918 wheat price to \$2.50, but its passage by the senate probably will more than offset the plea of the Food Administration for the marketing of all surplus wheat May 1, and producers may be expected to hold on to the wheat they now have tighter than ever.

A PRICE FIXING BOARD is the latest invention in Washington. Price fixing has been taken up in a tentative way so far, but bids fair to become the dominating thought of the administration, just as at one other time "trust-busting" was the hobby-horse which, ridden very hard, logically landed the rider just where he started. Price fixing may do worse and land the rider in a ditch.

CLEANING grain at country receiving points now is the exception instead of the rule it should be. A story of dollars and cents interest to country grain dealers is printed elsewhere in this number and should be of direct personal interest to every country buyer. If adequate cleaning machinery is supplemented with attrition mills, operators of elevators will be equipped to perform a greater service for the grain growers whose crops they handle. Also, they will have added two profitable departments to their business.

COMPLAINTS FROM grain shippers who have filed claims with the railroads since the government took charge of their operation, seems to indicate that the claim agents have been overtaken by an unusual apathy in the consideration of loss and damage claims of grain shippers, so that some vigorous united action must soon be taken by the members of the trade, else, as one sufferer recently put it, the railroads will soon have all the operating capital of the grain shippers tied up in uncertain claims.

NOTWITHSTANDING that the impression generally prevailing among millers and grain dealers of the country is that price control has done more harm than good, the Food Administration seems, to be determined to continue its efforts along this line, and it will soon appoint enforcement committees in each of the Food Administration zones, to look after infringements of the Food Control Law. The more the food administrators cry out "Famine" and "Food Scarcity" the more numerous will be the hoarders, both in the cities and on the farms. Instead of regulating the supply of food, the Administration seems to have driven it into hiding.

WITH cotton at 35 cts. a pound, southern farmers can not be expected to grow much grain, even tho warned to produce their own food and feedstuffs. Unless the prices of all farm products are fixed or limited all farmers will surely increase their efforts to produce that which will bring them the greatest net profit.

AN IOWA shipper, who was kept out of business much of the past winter, by lack of cars on the Milwaukee, hauled grain to a nearby point on the Northwestern, and in this way got his grain to market. It is evident that the Milwaukee must have some very sleepy agents, or they would not permit grain to be hauled by teams right away from their doors.

INCREASING the moisture content permissible in No. 1 wheat will not put any more moisture in the wheat, it is true, but it will put moist wheat in the No. 1 grade and make necessary careful analysis of every car that goes into storage. Fifteen per cent wheat must be dried or turned frequently to prevent heating. So that changing the grades in this particular will necessitate increased expense in handling and storing wheat. Seemingly the only purpose is to give the grower more for his grain. If that is the purpose, could it not be accomplished in other ways at less risk expense?

CAIRO RECEIVERS have been caused much annoyance recently by some trouble monger, who has persisted in sending out blind bids to Cairo territory, making sure that each bid ranges considerably above the prices actually ruling in the Cairo market. The very fact that no name is ever attached to these high bids shows that the sender has a malicious purpose. Members of the Cairo Board of Trade do not send out bids without signing them, and when signed they stand ready to make good on them. We feel sure that any assistance given the Cairo organization in discovering the name and address of this distributor of discontent will be greatly appreciated by the members of that organization.

MAKING metal sheets, used for roofing and siding elevators and other structures, resist rust and corrosion is one of the big problems before the metallurgists today. A controversy rages as between the durability of pure iron and copper steel, with some exceedingly strong claims advanced on behalf of both products. The question is not one for a newspaper to decide, but there is one phase that the elevator man should not overlook: Buy metal plates, corrugated or stamped sheets, put out by a reliable mill. Use heavy iron, 26 gauge is the very lightest that should be considered, 24 is better, and many manufacturers advise the use of 22 gauge. It is the cheapest in the long run.

ALL SEED MEN will not agree on the best method of testing seed corn, except they do think the poorest place on earth is in a field where the farmer expects to produce a crop. Wisdom demands that seed corn be tested, a demand reinforced and amplified by the need for the greatest crops that can be produced.

ANOTHER NEBRASKA elevator has been sacrificed to the shingle roof, which gave a warm reception to a few hot locomotive sparks one recent morning. No building located on a railroad right of way can safely tolerate the wood shingle roof, because the heavily laden trains now passing frequently force heavy work upon the puffing locomotives and fires are sure to occur with unneeded frequency, unless roofs of non-combustible material are provided.

MORE COUNTRY elevator men have been educated to the advantages of equipping their plants with grain driers the last few months than ever before, and all have realized a handsome profit on their investment, so that it seems certain more driers will be installed at country points henceforth. With proper equipment, elevator men can always place grain in safe carrying condition for shipment to the farthest market. There is neither advantage or profit in paying freight on water or dirt. Both should be removed from the grain before placing it into cars.

CONSIDER the oil stove! It toileth not, yet stinketh a great deal. When you are in the office it burneth in a dispirited manner, and you can't poke the blame thing, only call it names, which are devoid of conjuring power. When you leave the office this modest worker becomes suddenly ambitious and burns and sputters and stinks and smells and the fire within is hot and waxeth hotter and hotter and spreadeth itself abroad, and if you remain away more than a few minutes it consumeth all your possessions. Verily it is a pest and a nuisance and wise men are selling them to the junk dealers and buying stoves in which fire may be retained without danger.

THE RECENT failure of an Illinois grain firm, with liabilities approximating \$300,000, is explained by one bad practice, long and stubbornly maintained in defiance of the pleading and protests of competitors, that is it stored grain free, and after advancing money to exacting farmers, shipped out the grain without buying an option. Advancing markets did the rest. No responsible grain dealer can afford to take such wild chances. Doubtless farmers who have suffered will not again encourage grain elevator operators to take such chances, for they have suffered as much as the dealer. The giving of free storage has proved entirely too burdensome for many grain firms, and we have published the facts regarding enough failures to warn the average dealer against taking such chances.

## Compromising Grain Car Claims.

In negotiating a settlement of the differences between the shippers and the carriers as requested by the Interstate Commerce Commission one of the obstacles is the lack of authority on all sides. The Commission has no jurisdiction. The associated shippers can not bind non-members. The carriers can not enforce their own promises upon individual roads.

The agreement arrived at should therefore be so obviously reasonable and moderate that all interests could subscribe to it without hesitation. It should be definitely admitted by the carriers in the agreement that there is no such thing as scale variation or natural shrinkage. It should be conceded by the shippers that the sample taken out by the grain inspectors does weigh a few pounds and that there occurs in the handling of grain what is correctly known as "invisible loss."

If too much is attempted or conceded the agreement will be repudiated by individual shippers, and nothing will be gained.

The spokesman for the farmers co-operative ass'ns before the Interstate Commerce Commission's examiner stated that he represented 3,000 elevator companies and that he would allow the carriers to deduct one-half of one per cent on corn and one-fourth of one per cent on small grain, would clean and cooper cars at the shipper's expense, and wait twelve months for settlement. At the first opportunity this ridiculous offer was directly repudiated by the chairman of the transportation committee of the leading farmers state association.

The Illinois Grain Dealers Association allowed the same one-half and one-fourth of one per cent; but because they demanded substantial benefits for this concession the carriers would not come to an agreement. The Illinois agreement should represent the maximum the shipper will concede.

The conference on loss and damage claims, the proceedings of which are reported on pages 476 and 477, was of the most representative character, every branch of the trade being in attendance, and its com'te named to consult with the carriers will be entitled to the fullest confidence. If the carriers fail to agree with such a representative delegation they will be entitled to no further consideration from the Commission on this matter of prompt settlement of claims.

The collateral and much larger subject of natural shrinkage wisely was omitted from the discussion, leaving the organized trade free to continue the legal fight against this unauthorized dockage, a fight in which the trade so far has been victorious.

Will the carriers accept this opportunity to reach a peaceable settlement or will

they continue their old policy of backing away from anything that looks like a prompt settlement of just claims?

## The Proposed Changes in the Federal Wheat Grades.

At every meeting of grain dealers since federal standards for wheat became effective the statement has been made that the passage of the Grain Standards Act was the greatest step toward uniform grades since the handling of grain by grade assumed importance. With equal truth it may be said that the adoption of the grade changes proposed by the Dep't of Agriculture will be a backward step leading to serious conditions; while the adoption of the standards proposed by the meeting of farmers at Helena, Mont., this month will, of itself, be a calamity. It will not be necessary even to wait for future developments for the error to become apparent because the grain trade's progress of generations will have been wiped out in a day should the Helena resolutions be acquiesced in. The Dep't of Agriculture has constantly insisted, and can prove by overwhelming weight of evidence in the form of facts and figures, that the present grades represent true gradations of quality. That is all that grain grades can ever be and the standards now in effect should be continued at least until they have had a fair trial. All effort should be directed toward proper application of the grades and administration of the Act. The energies of the Dep't and of the trade should not be dissipated in following every will-o'-the-wisp that may be seen by professional malcontents who desire only personal gain.

It is said that the wheat grades should be changed because of war conditions. By the same process of reasoning one may conclude that, for the duration of the war, the yardstick should be of a varying length, say from 31 inches to 37 inches; and it would be equally sensible to say that, until the Hun is vanquished, the bushel shall be of 10 pounds weight; or, again, that it will be impossible to make the world safe for democracy except we declare the mile to contain less than the conventional 5,280 feet.

The changes proposed as a basis of discussion by the Dept. of Agri. were published on page 386 of the Journal for March 10th and a report of hearings on the changes will be found in this number. Dealers who have convictions against the folly of changing the rules governing the grading of wheat for the period of the war should send them to the Dept. of Agri., Washington, *P. D. Q.*, otherwise they will be under necessity to readjust their business to other changes in the wheat grades as soon as Prussianism is suppressed and they will find it necessary to spend much time explaining the changes to the farmers.

## Death in Grain Bins.

Grain elevator operators everywhere, and especially those handling corn, will be deeply interested in the analysis published elsewhere in this number, of the gases found in Bin No. B-2 of the New Orleans Public Elevator, in which one man lost his life and two others had narrow escapes from suffocation. The chemist who made the analysis charges the production of carbon dioxide to the decomposition of the corn contained in the bin, and as this gas is much heavier than air, it remained in the half filled bin. The presence of such a gas could readily be detected by lowering a candle into the bin, and if any deaths are traceable to the presence of this gas, it must soon be common practice to test the atmosphere of every bin before a sampler is sent into it. Conditions favorable to decomposition of grain can always be overcome by an occasional blowing or drying, with advantage to the grain and without danger to its handlers.

THE COOPERATION of all grain inspection authorities in securing the establishment of uniform rules and practices, as well as uniform equipment, would insure the grading of grain more satisfactory to buyers and sellers. Uniformity will never be a reality until all inspectors are working under like conditions and all are imbued with an earnest desire to bring about the desired uniformity. The frequent changing in rules, practices or regulations governing the grading of grain confuses the trade and befuddles the inspectors. Even with the simplest and the most exact rules, the inspection authorities will always have the element of human judgment to contend with, and in order to bring all inspectors nearer to a uniform working basis, traveling supervisors with full authority must be kept traveling among the inspectors.

WISCONSIN'S chief inspector of weights and measures, in a letter published elsewhere in this number, calls attention to the state law, providing that a bushel of barley shall weigh 48 lbs. He also points out that those dealers who desire to deal in 50 lb. units can do so without fear of the law, providing they make it clear to those with whom they deal that the price quoted is for 50 lbs. of barley. This is the practice of grain dealers in many different sections of the country, who cannot afford to comply with the whimsical state regulations regarding the number of pounds constituting a bushel. Indiana and Ohio have state laws, making 68 lbs. of ear corn a bushel, yet no grain dealer who ships into a central market would think of trying to obtain 56 lbs. of shelled corn from 68 lbs. of ear corn. On some crops it is utterly impossible, hence dealers who accept 68 lbs. for a bushel must pay a very low price or else go broke.

## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Address of Seed Corn Administration?

*Grain Dealers Journal:* What is the address of the seed corn administration for Illinois?—Morrison Grain Co., Kansas City, Mo.

*Ans.:* Wm. G. Eckhardt, seed corn administrator, 120 W. Adams st., Chicago, Ill.

### Regulations for Small Millers.

*Grain Dealers Journal:* Where can I get the full ruling of the government on small mills doing exchange grinding. I have been told different ways in regard to grinding for farmers. Some say it is necessary to give it all to the farmer and charge for the grinding, instead of tolling it. If I can get the entire law in regard to small mills doing custom grinding, also merchant grinding, I would like to have it.—W. M. Reckewey, Girard, Kan.

*Ans.:* Write Andrew J. Hunt, Chairman Food Administration Milling Division IV, Kansas City, Mo. You are entitled to an official copy.

If local conditions warrant it the milling division chairmen have power to make exceptions, and the rules are not the same in all divisions.

### Liability of Telegraph Co.?

*Grain Dealers Journal:* The telegraph companies have a stipulation on the back of their blanks to the effect that they are not liable for errors in the transmission of any unrepeatable message. We would like to inquire as to their liability on an unrepeatable interstate message, as against their own negligence.

We have seen a good many decisions on this matter. The Supreme Court of Mississippi in the case of Warren-Goodwin Lbr. Co. v. Postal Tel. Cable Co. decided that the stipulation on the back of the blank as to liability for errors in transmission, will not relieve the telegraph company of liability for its own negligence. We do not know whether this was an interstate or an intrastate message. Unrepeatable message case No. 8917 before the Interstate Commerce Commission (Clay County Produce Co. v. Western Union) held opposite to the above decision. This was an interstate message.

We have a case pending wherein the liability of the telegraph company against their own negligence is involved, on an unrepeatable interstate message. We believe if we should sue we could recover in our state court, but as this was an interstate message, a federal question is involved and the telegraph company would immediately place it under federal jurisdiction. We don't know what position they would take on the question.—Westbrook Grain & Milling Co., Pine Bluff, Ark.

*Ans.:* On an interstate message the sender is bound by the fine print conditions on the back of the blank, as they have been filed with the Interstate Commerce Commission at Washington, and the last word is that the sender can recover only

the sum paid for the transmission of an unrepeatable message.

On complaint against the rule the Commission probably would issue a regulation increasing the liability of the telegraph companies. Until it does, the present conditions, however unjust, must stand.

### Who May Buy Corn?

*Grain Dealers Journal:* Please advise me thru the Journal if any one has a right to buy and sell corn on track without a license. If such is the case it is an injustice to elevators under the present situation, as I am satisfied no one buying or selling an occasional car from farmers will go to the trouble of taking out a license, unless compelled to.—M. C. Elcan, Kingston, Ia.

*Ans.:* Any person, firm or individual may buy in carload lots for their own use, provided they can show a sixty-day need for the quantity purchased. The rules under and by which grain dealers are licensed govern the "importation, manufacture, storage and distribution of grain" and other products. There are no named exemptions. No one can buy a carload to ship without license.

### Dealers Not Required to Report Purchases of \$800 or More.

*Grain Dealers Journal:* Referring to notice issued by Collector of Internal Revenue of this city that grain dealers are required to report all payments aggregating \$800 during 1917 for the purchase of grain. Please advise if this information is authentic and if we can secure copy of such notice.—Paul Kuhn & Co., Terre Haute, Ind.

*Ans.:* Answer to this question, based on interpretation of the Chicago Internal Revenue office, appeared in the January 25 issue, page 120. The question also was taken up with the Internal Revenue Office at Terre Haute, from which the following letter has been received:

*Grain Dealers' Journal:* Upon receipt of your letter of Jan. 17, I addressed a letter to the Department with a statement of my interpretation of the law relative to the reports to be made by grain dealers and others of the purchases made from farmers and am just today in receipt of letter from the Commissioner, in which it is stated that Sec. 28 of the Act. of Sept. 8, 1916, as amended by the Act. of Oct. 3, 1917, does not apply to payments of purchase money for grain or stock bought as same does not constitute items of gain, profit or income as contemplated by the act as amended. Therefore no return of information is required on such payments. You will please be governed accordingly.—Isaac R. Strouse, Collector. Terre Haute, Ind., March 6

This disposes of the question about which there has been a great deal of conflicting opinion, as the Commissioner's interpretation may be considered final.

### Liability for Loss in Transit?

*Grain Dealers Journal:* In what number of the Journal is published opinions handed down by higher courts covering claim for loss of grain from cars in transit? The courts in some of the states have held that the carriers are responsible for the full amount of grain loaded into a car, and we would like to have the number of the Journal covering this decision.

Has any decision of like nature been handed down by the higher courts of Oklahoma?—Geis & Price Grain Co., Cordell, Okla.

*Ans.:* Decisions of courts in other states on this point are binding in Oklahoma.

In some states, as in Minnesota, the carrier is liable for the amount shown on the B/L; but in all states the carrier is liable for the full amount loaded. This liability is admitted, so that the court decisions do not have to establish the principle. The decisions involving loss in transit usually bear upon the evidence as to whether the loss actually occurred.

One of the best decisions was reported in the Journal Jan. 25, 1909, page 115, where the Supreme Court of North Dakota gave William Duncan judgment against the Great Northern for loss of 9,385 lbs. of flaxseed in transit from Rolla, N. D., to Duluth, Minn. Here the court held the duty rested upon the railroad company to show that the loss was occasioned by the fault of the shipper. The real question in each case is: Can the shipper prove how much he loaded into the car?

### Paying Claims Since Government Control?

*Grain Dealers Journal:* The Food Administration insists that potatoes and other carload foodstuffs be unloaded when frozen or damaged and claims filed with the railroad for the damages. We have been doing so all winter until we have about loaned our capital to the railroad companies. We have the first claim yet to collect; and if anyone has been able to collect claims we would like to have their name that we may secure the recipe. Are any claims being paid since the government is controlling the railroads?—Henryetta Mill & Elevator Co., Oilton, Okla.

*Ans.:* Claims have been paid during the past few weeks since the government control; but these claims were filed long ago, and shippers are uncertain as to whether the claim departments are approving new claims. So far there is nothing to show that carriers are pigeon holing claims.

### Fumigation for Moths?

*Grain Dealers Journal:* Last summer we were overrun with moth millers in our seed warehouse and tried carbon bisulphid without success. We now find the larvae deposited in great numbers and are anxious to find a remedy.

We believe hydrocyanic acid gas is used, but do not understand the process. Can the Journal inform us as to this process?—P. & S. Co.

*Ans.:* First sweep down all walls and ceilings and burn the refuse. Hydrocyanic acid gas is one of the most deadly poisons known to medical men. A person inhaling one breath would not live long enough to take a second breath. All precautions must be taken to keep away from the rooms or buildings in which the gas is employed.

The gas is generated by placing cyanide of potassium (KCN) in sulfuric acid (H<sub>2</sub>SO<sub>4</sub>). The cyanogen (CN), which is poisonous, combines with the hydrogen (H) of the acid to form the gas HCN. The chemical reaction is the simplest, and all the preparations are directed to distribution of the gas and the safeguarding of the life of the operator.

The quantity required is  $\frac{1}{4}$  gramme of cyanide per cubic foot of space to be fumigated. A room 10x10x10 ft., containing 1,000 cu. ft., will require 250 grammes. As there are 28.35 grammes to the ounce, divide this by 28.35 to reduce to ounces, giving 8  $\frac{4}{5}$  oz. For each ounce of cyanide allow  $1\frac{1}{2}$  times as many ounces of acid, liquid measure. Allow  $1\frac{1}{4}$  ounces of water for each ounce of acid.

The acid and water should be distributed in the different rooms in stone-ware or china crocks, or wooden pails. The acid should be poured into the water, not the reverse, each crock to contain sufficient water and acid to act upon three pounds of cyanide, the crocks having a capacity of two or three gallons each. The cyanide is tied up in 3-pound paper packages, and one package suspended over each crock by a string from the ceiling into which a screw eye has been screwed. All the strings from the screw eyes are gathered to one point near the door where the operator is to make his quick exit.

Starting on the top floor the operator lowers the cyanide into the crocks containing the acid and water, closes the door, and goes to the next floor below and repeats in each floor below to the basement. Do not attempt to escape by ascending a stair in a room after the cyanide has been dropped into the liquid.

as it is too hazardous. Doors should be barred to keep strangers out.

After 6 to 24 hours the doors and windows should be opened for half an hour or longer to let the gas escape, and in tight rooms and basements, much longer, before entering. Entry should be postponed until after all the characteristic peach pit odor has disappeared.

If potassium cyanide is unobtainable sodium cyanide will answer. The strongest acid should be purchased, if of weaker strength, more must be provided.

The gas will kill all insects and vermin and all larvae.

## Was Delay Unreasonable?

*Grain Dealers Journal:* We have a number of ear corn shipments that have been in transit for about 30 days. They were loaded about Feb. 1 and arrived the fore part of March, having traveled to Pittsburgh from a point 30 miles west of Toledo, or less than the distance across Ohio the short way.

What are our chances for collecting the damages caused by the delay? The cars arrived in bad condition and were refused.—The Farmers Grain & Seed Co., Grelton, O.

**Ans.:** Anything over a week is unquestionably unreasonable for this distance, and it should be easy for the shipper to show that the customary time was so much less than 30 days as to entitle him to damages for delay.

It will be necessary to show that the corn was in good condition when loaded; and that it was in sufficiently sound condition to have remained merchantable for the length of time usually required to make the trip.

## Computing Excess Profits Tax.

*Grain Dealers Journal:* I wish the Journal would please refer to "computing War and Income Taxes," on page 300, in the third column, and see if there is not a mistake in computation.

It occurred to me that wrong figures were used. For instance, it is stated that 25% of \$26,632.27 is \$6,658.07, which is \$888.57, in excess of deductions, and is taxable at the 35% rate. I understand from this statement that the deduction was \$8,396.90, hence \$6,658.07 cannot possibly have an excess over \$8,396.90. The same apparent error exists in the next item of 33%.—L. P. Cook, Memphis, Tenn.

**Ans.:** The following recast of the application of the excess profits rates is given. There is no change in the method, but mathematical calculations are accurate in this case:

The invested capital was \$26,632.27; total earnings, \$14,166.40; deductions, \$8,396.90, leaving \$5,769.50 subject to excess profits. All of the deductions must be absorbed at the varying percentages designated in the law before any part of this sum is taxed.

It is evident that 15% of the capital does not absorb all of the deductions, as it is only, \$3,994.84. That figure should be set down in column headed "Amount of Income in Each Class," as given in schedule IV, on form 1101 or 1102.

Earnings in excess of 15%, but not in excess of 20%, or 5% on the invested capital, are \$1,331.61, which should be placed on the second line. This makes a total of \$5,326.45, which is less than the deductions claimed.

Adding in another 5% on the capital, earnings in excess of 20% but not in excess of 25%, will bring the total up to \$6,658.07; which is below the deductions claimed.

The next bracket of earnings, those in excess of 25% but not in excess of 33%, or 8% on the invested capital, \$2,130.58, to be placed in the fourth line, brings the total earnings at the rate of 33% up to \$8,788.65. All that portion in excess of deductions is taxable at the 45% rate. Deductions are \$8,396.90, leaving \$391.75 to be taxed at the 45% rate, the tax being \$176.29.

Subtracting \$391.75 from the total subject to excess profits tax, \$5,769.50, leaves \$5,377.75 to be taxed at the 60% rate, a tax of \$3,226.65. Adding the \$176.29, previously determined, makes a total excess profits tax of \$3,402.94.

## Carrier's Liability for Delay?

*Grain Dealers Journal:* Have there ever been any court decisions in favor of the shipper in case of delay in transit of perishable corn? If so, how short a duration? We have had one car out over 30 days and another 18 to 20 days. Both cars had to be sold at a big loss on account of delay in transit.—Bouton Grain Co., Bouton, Ia.

**Ans.:** Cases where the carrier was held liable for delay causing deterioration in transit are: Brackett-Fielder Mill & Grain Co. v. Gulf, Colorado & Santa Fe R. R. Co., Court of Civil Appeals of Texas, 162 S. W. 1191. Harold v. A. T. & S. F. Ry. Co., Supreme Court of Kansas, 144 Pacific Rep. 823.

In M. K. & T. Ry. Co. v. Early-Clement Grain Co., 124 S. W., 1015, the Court of Civil Appeals of Texas held the carrier liable for delay.

The St. Louis Court of Appeals gave the W. R. Hall Grain Co. judgment against the Louisville & Nashville Railroad Co. for delay in moving corn from East St. Louis to Nashville, Tenn. The schedule time was 18 hours, and the usual time 2 to 3 days, but some of these cars took 3 to 10 days to get to destination.

Knox & Houck got judgment in the Supreme Court of Indiana against the P. C. & St. L. Ry. Co. for delay of two cars of corn en route from Converse, Ind., to Pittsburgh, Pa. After getting the corn to an outlying yard at Pittsburgh the railroad company delayed 6 days in delivering to consignee. This is reported in 98 N. E. 295, and the court held it was for the jury to decide whether the delay was unreasonable.

For a delay of 9 days in delivering a car of beans that spoiled judgment was given against the Grand Trunk in a suit brought by John Lyons of Marine City, Mich., and reported in 152 N. W. 88.

## Who Pays War Tax on Freight?

*Grain Dealers Journal:* We have been shipping wheat from our station to a mill at Salina, Kan., and the milling company insists on deducting the amount of the tax on freight. We do not pay this tax on shipments on other grain where we do not pay the freight. As the law requires the party paying the freight to pay the tax we do not understand why we are asked to pay the tax on wheat shipments. The milling company informs us they are required by the Food Administration to charge us with the tax.—Pearl Town & Mercantile Co., Pearl, Kan.

**Ans.:** The price of wheat paid by millers who have signed the agreement with the Food Administration Grain Corporation is dictated by the Grain Corporation, and the zone agents have ruled that millers buying wheat must deduct the amount of the war tax on freight.

The underlying reason is a desire to have all prices on a uniform basis. The Food Administration considers the tax an increase in the freight rate, and therefore since the price is based on the terminal price, to buy on the terminal price, must not pay the tax, as if he did so he would be paying more than the price set by the Food Administration.

The law specifies that the party paying the freight shall pay the tax; so that any shipper who elects to stand on his full legal right probably could recover by bringing suit against the buyer who paid the freight and charged back the freight tax.

Shippers selling grain f. o. b. their own station who are illegally required to pay the war tax, should keep a record of all such sales and the amount of the tax and by whom withheld, as it is possible that by a decision of the courts or a new ruling of the Grain Corporation all these amounts may be ordered to be refunded.

D. F. Plazsek, zone agent at Kansas City, states that zone agents are not bound by Internal Revenue Commissioner Roper's ruling that the party paying the freight must pay the tax. That the Grain Corporation holds that the tax is in every way simply an increase in the freight rate.

## Excess Profits on Brokerage Business.

*Grain Dealers Journal:* I am engaged in buying and selling grain here on what I hold to be a brokerage basis. Grain is shipped to my order and I pay the drafts, make out new bills of lading, attach draft and ship out, putting the documents through the local bank. I have no elevator facilities and never unload grain.

Capital employed is nominal. Am I entitled to membership in Class A? Earnings during 1917 were substantially \$25,000. How shall I figure the tax?—A Broker.

**Ans.:** Precedents have not been established in making classifications. Instructions have been issued to accept classification claimed, in cases of doubtful character, and forward the matter to the Commissioner of Internal Revenue for final determination.

Class A tax payers pay at the rate of 8% on the income subject to the excess profits tax. Deductions for individuals is \$6,000, which in this case would leave \$19,000 to be taxed at 8%, amount of tax being \$1,520.

Excess profits tax is deductible from income before the income tax is applied. The total deductions for a single person in the above case would be \$2,520, for the Oct. 3, 1917, act, and \$4,520 for the Sept. 8, 1916, act, the tax under the 1917 act being \$449.60 under the 1916 \$409.60, total normal income taxes \$859.20.

This income also is subject to income surtaxes under both laws. Rate of taxation increases as the higher strata of the income are reached. The first \$2,500 over \$5,000 is taxed at 1%, a tax of \$25; the second at 2%, a tax of \$50; the third at 3%, a tax of \$75; the fourth at 4%, a tax of \$100; the next \$5,000 at 5%, \$250; and all that part over \$20,000 but not exceeding \$40,000, at 7%, \$243.60. Under the Sept. 8, 1916, act, that part of the income exceeding \$20,000 must pay a tax of 1%, in addition to the normal tax. In all cases the excess profits tax should be deducted before applying the income tax. Going back over the calculation shows an excess of \$3,480 to be taxed at 1%, a tax of \$34.80, making the total surtaxes \$778.40.

Personal exemptions must not be deducted when applying the surtax, but the amount paid as excess profits tax must be, see Sec. 29 of amendments to income tax laws.

The aggregate tax in this case is made up of \$1,520, excess profits tax; \$859.20 normal income taxes; and \$778.40, surtax, a total of \$3,157.60.

This is all based on the assumption that this operator is entitled to admission into Class A. If the Commissioner should rule he belongs in Class B, the tax would be more than 50 per cent of the income, as all of the excess profits tax would be figured at the rate of 60%, instead of 8%.

BARLEY FLOUR as a food for humans is an unknown quantity and the east is not taking kindly to it. Because of its acidity millers have been warned regarding its keeping qualities in warm weather. These two factors surround barley prices for 1918 with uncertainty. Existing prices are the outcome of a combination of unusual circumstances. Minneapolis mills very shortly will be producing corn flour and probably will not be so keen on securing barley for grinding.

## Coming Conventions.

April 18, 19.—Western Grain Dealers Ass'n at Fort Dodge, Ia.

May 21, 22.—Illinois Grain Dealers Ass'n at Chicago.

May 28, 29.—Kansas Grain Dealers Ass'n at Topeka, Kan.

June 18, 20.—American Seed Trade Ass'n at Chicago.

July 9-11.—National Hay Ass'n at Cleveland, O.

Sept. 23, 24, 25.—Grain Dealers National Ass'n at Milwaukee, Wis.

## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### A Real Car Load.

*Grain Dealers Journal:* We notice in the Journal of March 10 reports on heavy loading of cars. We loaded U. P. 123,791 at Madrid, Neb., Nov. 25, with 143,700 lbs. or 2,395 bus. of wheat. Car weighed on Bodman-McConaughy Grain Co.'s scales at Holdrege, Neb. Next.—Sells & Rector, Holdrege, Neb.

### Legal Weight of Bushel of Barley in Wisconsin.

*Editor Grain Dealers Journal:* It has come to the attention of this Department that it is the practice of grain buyers of some parts of Wisconsin, and perhaps throughout the state, to buy barley on the basis of 50 pounds to the bushel, and that an arbitrary figure is also used when buying some other grains. While this practice may be understood and assented to by the seller as well as the buyer in many cases, and while the price paid per 50 pounds may be an equitable one, yet the entire practice is contrary to the state law which reads as follows:

**Section 1670.** No person shall sell, buy or receive in store any grain at any weight or measure per bushel other than the standard weight or measure per bushel fixed by law; and for any violation hereof the offender shall forfeit not less than five nor more than fifty dollars.

The Department feels it to be its duty and it will take steps to stop this violation of the statutes; but in order that the desired result may be accomplished in the quickest way and with the least confusion and hardship to the grain business, the co-operation of your valued publication is requested to assist in bringing the matter to the attention of the Wisconsin grain buyers.

There are two possible solutions to the problem: first, the weight taken per bushel may be made to adhere strictly to the legal weight as established by Section 1665 of the Wisconsin Statutes; second, quotations, instead of being made by the bushel, may be made on the basis of 100 pounds, in which case no mention or use is made of the term or unit of the bushel.

This Department is firmly convinced that the second method is much the better one. In the first place the bushel as a unit for grain really has no reason for existence in the scheme of modern business, but is a relic of those times when scales were much less common than they are now and it was necessary to determine quantity by measure. Furthermore, the computations involved in grain buying transactions would be greatly simplified if a 100 pound unit were substituted for the odd-pound units in our existing bushel lists. In this connection I might say that, in the opinion of weights and measures men, the 100 pound unit or cental should be the unit for all dry commodities instead of the indefinite and archaic bushel.

From reports sent in by our inspectors, the attitude of grain buyers appears to be

favorable to the 100 pound unit, providing the plan is generally adopted throughout the state, and it is in helping to realize this condition that we feel the Grain Dealers Journal can be of assistance to us.—Yours very truly, Weights and Measures Department, per R. W. Smith, Chief Inspector, Madison, Wis.

### 20% of the Box Cars Unfit for Grain.

*Grain Dealers Journal:* In your issue of Mar. 10th, there appears an admonition to grain shippers to use paper freely in cooping cars for bulk grain. I wish to commend you for your good advice in this direction, but in view of the unsafe condition of at least 20% of equipment, the use of burlap instead of paper should be advised; not alone on the grain doors but on the floor and also on the sides above the grain level.

This is no time to half do things and anything worth doing at all is worth doing well, especially while we need the grain so badly and I believe present prices justify doing everything possible to prevent waste. Judging from the kind of cars and the way they are loaded many shippers seem to lose sight of the fact that grain is the equivalent of money, and that every pound is worth from three to five cents. At present fully 20% of box car equipment is absolutely unfit for grain, and I believe there is 20% of the whole that could and should be treated with burlap instead of paper regardless of the extra cost and labor.

There never has been a time when railroad yards have been so much besprinkled with grain as they are at present, practically all of which is a result of rough handling and dilapidated equipment. Shippers should get busy and effectually stop the cracks and reinforce the weak places before loading cars as that is the time to do it and not after they are loaded. This awful waste of grain along the railroad tracks, most of it being corn and oats, emphasizes the bad condition of cars, as these grains do not run freely unless the openings are of considerable size.—Yours truly, John Dower, Supervisor of Weights, St. Louis, Mo.

### California Grain Growers Building Elevators.

*Grain Dealers Journal:* Relative to the Grain Handlers Ass'n, the organization is formed to work out a plan to handle grain in bulk. The sack method is expensive, slow, consumes much labor, and owing to the excessive cost of bags this year it seems an opportune time to institute modern methods.

The movement has been discussed annually, but having had no unified plan it was not carried out. This year a committee from the farm bureau of Glen Co., was appointed and called a meeting of the entire Sacramento Valley to meet at Willows, where an organization comprising eight of the large grain growing counties was organized.

In this meeting many men from the Middle West, Minnesota, Dakotas, Illinois and Iowa gave talks, showing the Native Sons that grain could be marketed without the use of sacks. Soon after this meeting another meeting was held at Woodland where those interested in sack selling had read a plan promising the farmer a rebate on sacks. This offer is now made official by the Grain Corporation. The farmers replied that the time

had come to use up-to-date methods and that the product must stand the cost of marketing regardless of who paid the sack bill. A man from Dakota said, "We will not use your d— sacks if you give them to us for nothing."

Following this meeting each county called meetings, organizing the counties into districts, subscribing money equal to the cost of sacks, to build farmers co-operative elevators. This work is being pushed very rapidly and reports from the various counties show from ten thousand to forty thousand dollars subscribed in many districts to build elevators to care for this year's crop. Engineers and builders are working out plans assisting the various localities to build suitable to their local needs. The Sperry Flour Co. has assisted us and favors the change.

Every radical change, as this, will meet some opposition but the enthusiasm and co-operation has been very apparent from the start. Several elevators will be built this year in each county which will be the opening for active building next year. Many of the large grain farmers will build private elevators and storage elevators to hold this year's crop.

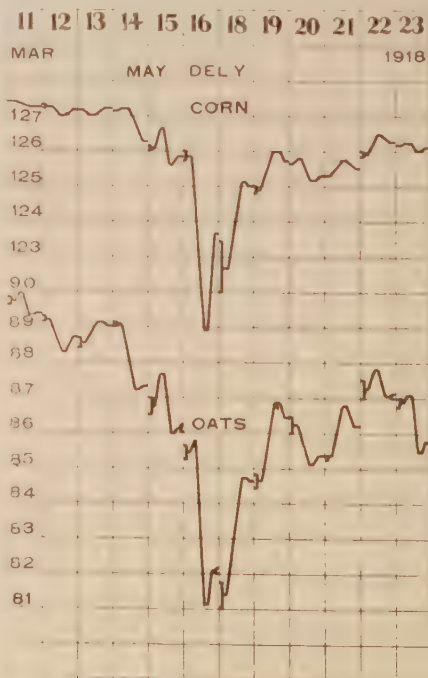
The rice men of this section, in Glenn Co., are studying the question and hope to be able to start bulk handling for rice.

I wish to thank you for your interest in the case and trust the terminal warehouses of the Middle West will insist that all grain shipped them from California should be in bulk. In this way they could assist to popularize bulk handling in this state.—Yours respectfully, W. H. Walker, Pres. Bulk Grain Handlers Ass'n, Sacramento Valley, Cal.

COOKING OILS from wild mustard seed is to be produced by a mill to be established at Gackle, N. D.

## Chicago Futures

Opening, high, low and close on corn and oats for the May delivery at Chicago for two weeks past are given on the chart herewith:



## Regulation of Exchange Trading.

To meet the desires of the Food Administration while providing ample facilities for hedging corn and oats without undue enhancement or depression of values by excessive speculation, a conference of the leading exchanges was held at Chicago Mar. 14 and 15 at which the delegates succeeded in formulating a workable plan.

Altho authorized by Congress in the Food Control Act of Aug. 10, President Wilson has not promulgated any regulations for the exchanges, and it is expected that the proposed plan, if approved by the Food Administration, will be duly promulgated by President Wilson for the regulation of all grain exchanges.

Under the proposed regulations manipulation of prices upward will be practically impossible, as the commercial grades will be deliverable on contract and no one can hold more than a few hundred thousand bushels over night on a speculation.

Hedging sales and hedging purchases will be unlimited.

John J. Stream, coarse grain administrator of the Food Administration, says of the new regulations: "The vicious trading is to be eliminated and legitimate dealing fostered. All abuses will be cut out."

Present method of trading in corn and oats for May delivery will be permitted to continue until the expiration of those futures May 31. In anticipation of the approval of the regulations the Chicago Board of Trade on Mar. 18 put into effect the proposed restrictions on overtrading as described elsewhere in this number of the Journal.

As soon as the plan has been approved by the President the rules of the grain exchanges will be amended to conform thereto so that trades for July delivery will be on the new basis.

Among the exchanges represented were the following:

Baltimore Chamber of Commerce, John H. Dennis.  
Buffalo Corn Exchange, D. M. Irwin and N. Grammer.  
Chicago Board of Trade, A. S. White, W. H. Perrine, H. N. Sager, James A. Patten, W. S. Day, T. E. Cunningham and J. P. Griffin.  
Cincinnati Chamber of Commerce, H. N. Brouse.  
Duluth Board of Trade, M. L. Jenks, E. N. Bradley and H. S. Newell.  
Kansas City Board of Trade, E. C. Moore, C. S. Carkeener, C. M. Hardenbergh and H. J. Dittenbaugh.  
Minneapolis Chamber of Commerce, L. A. Howard, W. B. Parsons and J. R. Marfield.  
New York Produce Exchange, Frank I. Macquire.  
Omaha Grain Exchange, E. S. Westbrook and J. A. Linderholm.

Peoria Board of Trade, L. H. Murray, A. W. Harwood and W. T. Cornelison.  
St. Louis Merchants Exchange, J. O. Ballard, J. F. Murphy and N. C. Moffitt.  
Toledo Produce Exchange, Frank I. King.  
Also represented were the Louisville Board of Trade, Milwaukee Chamber of Commerce, St. Joseph Grain Exchange, Council of Grain Exchanges by W. N. Eckhardt and J. Ralph Pickell, sec'y; and Grain Dealers National Ass'n by E. C. Elkenberry, pres.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

M. P. 19254 was set out by thru freight at Danvers, Ill., on night of Mar. 22 leaking oats thru bottom of car at end. Repaired it the best we could.—Wm. Shorthose, mgr. Danvers Farmers Elvtr. Co.

C. & E. I. 678, coming from Fairmont and Chester branch of the Burlington, west bound, was in a leaking condition at Chester, Neb. The railroad agt. was notified.—Brown Lbr. Co.

C. M. & St. P. 83882 was set out at Rosalie, Neb., during night of Mar. 19 by a C. B. & Q. train, leaking mixed shelled corn badly at side at post near door. Post pushed out about 3 inches account rotten wood sill. No chance to stop leak, as sill was so rotten it would not hold a nail.—G. V. Patrick, mgr. Farmers Grain Co.

C. N. J. 34176 passed thru Laclede, Mo., Mar. 14 leaking shelled corn at side of car. It was a very bad leak, the grain running out in a stream as big as a man's arm.—O. A. Talbott & Co.

B. & M. 46367, loaded with corn, while being switched in the C. M. & St. P. yards at Sioux City, Ia., Mar. 13 leaked badly on one side when bumped. Would leak a good many bushels in a short time.—King Elvtr. Co., A. D. Doherty.

G. T. 24773 passed, southbound on M. K. & T. R. R. thru Wagner, Okla., Mar. 13 leaking corn at side door.—F. B. Gilbert Grain Co.

A. C. L. 31422 passed, northbound, thru Martinton, Ill., Mar. 12 leaking yellow shell corn in steady stream. Siding loose.—Farmers Martinton Elvtr. Co., O. W. Ripsch, mgr.

C. M. & St. P. 84350 passed thru Freeman, S. D., Mar. 3 leaking a small steady stream of wheat at the floor at one corner.—A. A. Wollmann & Son, Jas. A. Wollmann.

## Close Supervision of Speculative Trading.

To co-operate with the Food Administration in control of speculative transactions the directors of the Chicago Board of Trade on Mar. 16 adopted resolutions from which the following is taken:

That every member of the exchange be required to use due diligence to learn the essential facts relating to every account accepted by himself, or by his clerks or representatives, and also relating to the possible use of a name for the account other than that of the party interested.

That the executive officers of this ass'n are invested with full and complete power and are directed to make any examination of persons or investigation of books, papers and records of any and all individuals, firms and corporations enjoying the privileges of this ass'n, as, in the judgment of said officials, may be necessary to determine the extent and nature of all open contracts in grain and provisions held by any such persons, firms or corporations, either for themselves or their customers, whether such customers are members of this ass'n or not, and also whether speculator, as ordinarily designated, cash grain or provision dealer, exporter, or manufacturer, whose contracts might be on a scale incommensurate with his requirements.

That the executive officers shall, thru this resolution, have full control over the trading by members, firms or corporations of this ass'n, and all deliveries resulting therefrom, and shall direct adjustments or curtailments of such contracts whenever, in their judgment, the exigencies of the war or the good name of the ass'n demand.

That in determining the nature of contracts, it is understood that no purchases or sales against any description of grain, mixtures of grain, other than those specified in the contract, shall be considered as "hedging" contracts.

## Regulations for Speculative Contracts.

Pending the installation of the new form of trading and which will be restrictive as to the size of speculative contracts permissible the executive officers of the Board of Trade have directed that no individual, firm or corporation, for speculative purposes, have or control any account for either corn or oats for future delivery in excess of 200,000 bus. This applies to sales as well as purchases, and also includes the execution and carrying of contracts for deferred acceptance.

Members are required to furnish the secretary's office a statement of each account and the number of bushels, including every trade for future delivery, and the status of each account each day after the first report. If over 200,000 bus. on one account, satisfactory evidence must be presented that it is a hedging transaction.

SMALL FLOUR MILLERS selling direct to retail dealers are entitled to 50c to 75c a barrel in addition to the milling profit of 25c a barrel; total 75c to \$1 per barrel on such sales. If flour is sold direct to consumer the miller may add the retail dealer's profit of 80c to \$1.20 a barrel. On this basis the minimum retail profit allowed is \$1.55 per barrel, the maximum \$2.20 per barrel, net profits of anywhere from 32c to 52c a bu. for each bu. ground and sold locally to consumers.

PEANUT EXPORTS from Tsingtau, China, as reported by Consul Willys R. Peck, were 14,231 lbs. in shell in 1917 and 54,631,346 in kernel; for 1916 exports were 632,548 lbs. in shell and 70,336,385 in kernel. Of the 1917 kernel exports, 856,000 lbs. were declared for the United States, against 225,575 lbs. in 1916. Values were \$60,076 and \$10,505, respectively. At the beginning of last season price had dropped to about .028, gold, per lb., while on Feb. 7 the price, in gold, was .052 per lb. for the best shelled peanuts, ex-warehouse.

## Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
July 1 to June 30...	281,130,000	359,355,000	51,662,000	36,620,879	119,166,000	113,876,000
	1917-8.	1916-7.	1917-8.	1916-7.	1917-8.	1916-7.
Tot. July 1 to Dec. 29.	90,107,000	153,967,	11,299,000	22,912,000	76,409,000	61,410,000
Jan. 5.....	2,191,000	6,064,000	177,000	580,000	1,966,000	1,492,000
Jan. 12.....	1,805,000	4,930,000	1,000	1,771,000	2,134,000	1,656,000
Jan. 19.....	2,109,000	4,891,000	175,000	1,091,000	1,728,000	3,222,000
Jan. 26.....	1,683,000	5,383,000	37,000	1,556,000	795,000	1,838,000
Feb. 2.....	1,568,000	5,511,000	10,000	881,000	1,708,000	1,960,000
Feb. 9.....	1,037,000	4,375,000	514,000	1,343,000	1,605,000	1,334,000
Feb. 16.....	950,000	4,753,000	353,000	1,712,000	1,350,000	2,705,000
Feb. 23.....	675,000	4,122,000	108,000	1,321,000	1,449,000	1,779,000
Mar. 2.....	1,232,000	4,703,000	93,000	1,500,000	1,812,000	2,661,000
Mar. 9.....	1,172,000	4,679,000	.....	1,540,000	968,000	2,917,000
Mar. 16.....	884,000	3,538,000	891,000	1,934,000	1,706,000	1,615,000
Mar. 23.....	855,000	4,387,000	1,036,000	1,602,000	2,410,000	1,839,000
Totals .....	106,268,000	19,312,000	14,694,000	39,743,000	96,040,000	86,428,000

## Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

### CANADA.

Winnipeg, Man., Mar. 12.—The wheat situation in Manitoba, Saskatchewan and Alberta Mar. 7 was as follows: Wheat inspected to date, 128,426,000 bus.; in transit not inspected, 2,300,000 bus.; in store at country points, 15,500,000 bus.; required for seed, feed and country mills, 35,000,000 bus.; in farmers hands, 13,500,000 bus. Allowing 3,000,000 bus. for dual inspection this represents a total crop of 191,726,000 bus. Other grains in farmers hands was as follows: Oats, 7,500,000 bus.; barley, 900,000 bus.; and flax, 600,000 bus.—Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

### COLORADO.

Haxtun, Colo., Mar. 1.—About 1/5 of the wheat and 2/3 of the corn still in farmers hands.—Farmers Grain & Trading Co., H. E. Robbins.

### ILLINOIS.

Minonk, Ill., Mar. 22.—Have not seen a good car of corn this winter. Oats best ever.—U. B. Memmen & Co.

Midland City, Ill., Mar. 16.—The car situation is serious, and corn is heating in elvtr. with no prospect for cars.—J. F. Bartley.

Manito, Ill., Mar. 11.—The car situation has loosened up the past week, and we have had plenty of cars to move corn. Much of the corn is in poor condition and has to be moved quickly to keep it from spoiling. At least 50% of it is still to be moved.—A. R. Harbaugh.

### KANSAS.

Schroyer, Kan., Mar. 9.—Corn is moving pretty freely and farmers are anxious to dispose of it before spring work commences.—Farmers Grain, Stock & Merc. Co., H. W. Kueker, mgr.

Atchison, Kan., Mar. 18.—The fact that farmers are busy with their spring work, and their unwillingness to sell their corn holdings on a rapidly declining market, will mean reduced corn receipts at terminals after the railroads have moved to market the large number of cars waiting on their rails now. I find about 50% of the corn in Kansas has been marketed.—E. A. Sullivan, field representative, Vanderslice-Lynds Co.

Marysville, Kan., Mar. 9.—The car situation is easier, the government having made good on the promise to divert eastern line cars to the corn belt. I look for a lighter movement of corn very shortly as the farmers will be busy with their farm work and, regardless of what the market conditions are, they will not be able to haul corn, even tho the roads are good. They are willing to sell corn at present prices, and I estimate that about 50% of the corn in Kansas has been marketed.—E. A. Sullivan, field representative Vanderslice-Lynds Co.

### MISSOURI.

Jefferson City, Mo.—The grain remaining on farms is as follows: Wheat, 3,856,000 bus., or 14% of the 1917 crop; corn, 105,840,000 bus., or 42% of the crop; oats, 23,088,000 bus., or 39% of the crop, compared with 1,492,000 bus. of wheat, \$1,707,600 bus. of corn, and 10,300,000 bus. of oats on farms one year ago.—Jewell Mayes, sec'y state board of agriculture.

### MINNESOTA.

Atkin, Minn., Mar. 21.—Not much grain grown last year and all that will be shipped has been moved.—MacGregor-Holcomb Co.

Brown Valley, Minn., Mar. 22.—Five per cent of wheat in farmers hands above seed requirements. We are getting plenty of cars.—F. A. Monroe.

Monango, Minn., Mar. 22.—Will have about 3,000 bus. wheat of all kinds to ship. No other grain. Have been working for 2 weeks to get a car.—Caldwell Elvtr. Co.

Deer Creek, Minn., Mar. 22.—But little grain here. Have 1 car of rye, which is about all there is in the country. May be 1 or 2 cars of wheat left.—S. M. Rector.

Brandon, Minn., Mar. 23.—About 15,000 bus. wheat, 1,000 bus. rye and 3,000 bus. barley still to be shipped. No oats. Have ample supply of cars.—Brandon Grain Co.

Clements, Minn., Mar. 22.—About 2 carloads of wheat to be shipped. Grades No. 3 and No. 4 account wild peas. Also 3,000 bus. oats, 1,000 bus. rye, 1,000 bus. barley, no flax, 2 or 3 carloads corn to move. Some farmers looking for higher prices.—B. F. Bertrand.

Brown Valley, Minn., Mar. 22.—After deducting seed requirements will have about 8% of wheat, 5% of flax, 10% of barley and 10% of oats to be shipped. Most of this will not be marketed until after seeding. But little held in elvtrs. Car situation normal.—A. Dean.

### NEBRASKA.

Giltner, Neb., Mar. 11.—Only about 20% of the corn has been marketed.—P. J. Hohnstein.

Bladen, Neb., Mar. 16.—Wheat in this vicinity is looking pretty good.—Chas. W. Wood, agt., C. B. Seldomridge.

Lincoln, Neb., Mar. 22.—No wheat; 40% of corn, averaging No. 4; and 60% of oats, grading No. 3 white, remain to be shipped. Have all cars we need.—Foster Grain Co.

Winnetoon, Neb., Mar. 23.—About 40% of corn still in farmers hands, but not much will be fit to ship. They are feeding all they can. About 15% of oats in farmers hands. Elvtr. stocks normal, and cars being furnished the past 10 days.—Seth Jones.

Pender, Neb., Mar. 22.—Corn now in farmers hands generally of better quality than that which has been shipped during past 3 months. Wheat now being sown and outlook is for a much larger acreage than ever before.—Moseman-Heyne Co.

Pender, Neb., Mar. 22.—In this county about 50% of corn and 25% of the oats remain in farmers hands. Wheat practically all gone, barely enuf for seed being left. Cars have been scarce, holding back shipments of grain, which would have been much heavier had cars been available.—Moseman-Heyne Co.

Kearney, Neb., Mar. 22.—Ten per cent of wheat, 60% of corn, 20% of oats, 50% of barley and 10% of rye remain in farmers hands. Getting nearly all the cars needed. One-fourth of corn will not keep. Other grain of good quality.—Kearney Flour Mills, J. H. Jameson.

Bancroft, Neb., Mar. 23.—Ten thousand bus. of new corn and 50,000 bus. No. 3 white oats remain to be shipped from this station. Receipts are light, and we have been delayed in shipping because of scarcity of cars. Grain will move when cars are available.—C. N. Erwin.

Graf, Neb., Mar. 15.—About 50% of corn in farmers hands. Not many oats going to market as farmers are holding them and selling corn. Cars scarce.—C. F. Ernst, mgr. Farmers Grain Co.

Beatrice, Neb., Mar. 21.—Fifty per cent of corn, 20% of wheat, and 70% of oats in farmers hands. All in pretty good condition as most of the soft corn has been shipped. Car supply ample.—R. Davis Grain Co.

Waterloo, Neb., Mar. 21.—One-half of corn crop has been shipped out, and balance will grade No. 3 and No. 4. The car shortage has held it back until now, and farmers are busy in the fields and cannot haul it. We get about one-third as many cars as we need.—Waterloo Elvtr. Co.

### NORTH DAKOTA.

Bowman, N. D., Mar. 22.—Very little grain to be shipped from this station. Wheat that is left will grade No. 1 Dark Northern.—W. L. & G. Co.

Berlin, N. D., Mar. 22.—About 4,000 bus. of wheat remains to be shipped after seeding is completed. Cars have never been scarce here.—John Southall.

Kulm, N. D., Mar. 23.—About 6% of the 1917 crop remains in farmers hands, the remainder having moved from the country. Few cars needed.—Gackle Bros.

Casselton, N. D., Mar. 22.—About 10,000 bus. No. 1 wheat to be shipped from this station. This, no doubt, will be moved as soon as seeding is finished. Also about 5,000 bus. barley tributary to this point. Have had no trouble in getting all the cars we could use.—Casselton Elvtr. Co., Geo. M. Bresnahan.

Barney, N. D., Mar. 22.—About 2 or 3 cars of No. 1 and No. 2 wheat to ship from this locality, above seed requirements, and 5 cars barley and 6 cars oats. Have been well supplied with cars and elvtr. stocks only such as we need for requirements until after seeding.—Bailey & Sether Elvtr. Co., E. E. Bailey.

### OHIO.

Arcanum, O., Mar. 16.—About 20% of wheat, 30% of oats and 40% to 45% of corn in farmers hands. Cars scarce.—The John Smith Co.

Berlin Heights, O., Mar. 21.—Very small percentage, about 10%, of wheat left for shipment. Oats about all gone. Government price fixing has tendency to halt movement of wheat.—Berlin Heights Fuel Co.

Lancaster, O., Mar. 12.—About 40% of the wheat in this vicinity in farmers hands. Quality good. About 50% of corn in country, quality very poor. Oats very scarce. The greatest influence retarding the movement of crops is the scarcity of cars. Farmers are marketing their wheat now pretty freely.—Shaw-Turner Co.

Delphos, O., Mar. 13.—Usually this station ships about 400 cars of corn, but not over 50 cars of the last crop have been shipped, because cars are not obtainable. Whenever we can get cars we phone the farmers and they rush in enuf corn to fill them. Corn is so damp it will not keep long and we take as little chance on having it spoil en route as possible.—L. C. Allinger.

## Daily Closing Prices.

The daily closing prices of oats and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY OATS.												
	Mar. 11.	Mar. 12.	Mar. 13.	Mar. 14.	Mar. 15.	Mar. 16.	Mar. 18.	Mar. 19.	Mar. 20.	Mar. 21.	Mar. 22.	Mar. 23.
Chicago	89 1/4	88 3/4	89	87 3/4	87 3/4	82 1/4	84 1/4	86 1/2	85 3/4	86 1/4	87 1/4	85 3/4
Minneapolis	88 3/4	88 1/4	88 3/4	87 1/4	87	81 3/4	84 1/4	86 1/4	84 3/4	86	86 3/4	85 3/4
St. Louis	89 1/4	89	90	88 1/2	88 3/4	83 3/4	85 3/4	87 1/2	86 3/4	87 1/4	88 1/4	86 3/4
Kansas City	90 1/4	89 1/4	89 3/4	88 1/4	88 3/4	83 3/4	85 1/4	87 3/4	86 3/4	87 1/4	88	86 3/4
Milwaukee	89 3/4	88 3/4	88 3/4	87 1/4	87 3/4	82	84 3/4	85 3/4	85 1/2	86 1/4	87 1/4	85 3/4
Winnipeg	96 3/4	95 3/4	96 3/4	95 3/4	95 3/4	90 3/4	93 1/2	95 1/2	94 3/4	95	95 1/2	93 3/4
MAY CORN.												
	Mar. 11.	Mar. 12.	Mar. 13.	Mar. 14.	Mar. 15.	Mar. 16.	Mar. 18.	Mar. 19.	Mar. 20.	Mar. 21.	Mar. 22.	Mar. 23.
Chicago	127	127 1/4	127 1/4	126 1/4	125 3/4	123 3/4	125	125 1/4	125 1/4	125 1/4	126 1/4	126 1/4
St. Louis	127 1/4	127 1/4	127 1/4	126 3/4	123	123 3/4	125 1/4	125 1/4	125 1/4	125 1/4	126 1/4	126 1/4
Kansas City	127 1/4	127 1/4	127 1/4	126 3/4	126 1/4	124 1/4	125 1/4	126 1/4	126 1/4	126 1/4	126 1/4	126 1/4
Milwaukee	127 1/4	127 1/4	127 1/4	126 1/4	125 3/4	123 1/4	125	125 3/4	125 3/4	125 3/4	126 1/4	126 1/4

## OKLAHOMA.

Afton, Okla., Mar. 13.—Wheat all shipped, with the possible exception of 1 car. Several cars of oats still in farmers hands.—Afton Grain & Coal Co., N. Hunsinger, mgr.

## SOUTH DAKOTA.

Rapid City, S. D., Mar. 22.—No grain of any kind to be shipped from this station.—R. R. Mlg. Co.

White, S. D.—We have a house full of grain and cannot get cars to ship it out.—Farmers Elvtr. Co., J. E. Ruddy, mgr.

Eushnell, S. D., Mar. 23.—About 10% of wheat still to be marketed, also 5% of oats and 12% of barley. No flax, rye or corn to market. Little in elvtrs.—E. F. Alguire.

Yankton, S. D., Mar. 21.—No wheat, 20,000 bus. of corn and 6,000 bus. of oats remain in this territory to be marketed. The grain will move after seeding is done.—Excelsior Mlg. Co.

Bradley, S. D., Mar. 22.—About 10,000 bus. wheat of No. 2 grade, 5,000 bus. No. 3 oats and 6,000 bus. No. 3 barley yet to be shipped from the 1917 crop. No corn on hand, corn being shipped in for feed.—Scanlan & McKenney.

Freeman, S. D., Mar. 23.—This station will ship about 15,000 bus. wheat, 60,000 bus. corn and 10,000 bus. oats, but farmers may hold back their wheat on account of agitation for advance of price. We get all the cars we want.—A. A. Wollmann & Son.

## WASHINGTON.

Rosalie, Wash., Mar. 9.—Grain that was stored in warehouses has all been shipped. Have had more or less trouble getting cars.—Rosalie Supply Co., C. C. Shipley.

Appleton, Wis., Mar. 21.—Practically all grain shipped from local elvtrs. Cannot state with any degree of accuracy amount of grain in hands of farmers. High priced barley is being sold more freely than wheat, as the price of the latter is fixed. Supply of cars has been ample.—W. J. Jennison Co.

## WISCONSIN.

Ashland, Wis., Mar. 7.—Practically all of the grain has been shipped from this locality, so there is no shortage of cars.—Hanson Bros. Co.

Menomonie, Wis., Mar. 11.—Recent additions and improvements to our plant give us a capacity of about 750 bbls. per 24 hours on wheat flour, rye flour and corn meal, but we are not able to obtain the wheat to run the mill full time.—Wisconsin Mlg. Co., E. O. Wright, pres.

## Wheat in Country Mills and Elevators.

The holdings of wheat in country mills and elevators on Mar. 1 are estimated by the Bureau of Crop Estimates to have been 68,972,000 bus., as compared with 89,173,000 bus. a year ago, and 155,027,000 bus. Mar. 1, 1916.

This represents an amount 20,201,000 bus. less than the holdings one year ago, and 86,055,000 bus. less than in 1916. In connection with the official estimate of farm reserves, as announced Mar. 8, it shows an estimated total quantity of 180,244,000 bus. of wheat on farms and in country mills and elevators Mar. 1, while the corresponding total for 1917 was 189,823,000 bus., and in 1916 it was 399,475,000 bus.

EXPORT FREIGHT on hand at all North Atlantic ports, March 12, included 8,016 cars on wheels, 6,760 cars unloaded on piers and 15,713 cars unloaded on ground, a total of 30,489 cars. This report from the Railroad Administration is supplemented with a statement that it has been necessary to give preferential service to supplies of food, fuel and munitions, but in a short while it is expected the railroads will be in position to handle commercial business in the usual way.

## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

## COLORADO.

Haxtun, Colo., Mar. 1.—Winter wheat looks fine and a large acreage of spring wheat will be sown.—Farmers Grain & Trading Co., H. E. Robbins.

New Raymer, Colo., Mar. 21.—Winter wheat is showing up fine and there is a large increase in acreage being sown to spring wheat.—Pawnee Farmers Elvtr. & Supply Co., J. P. Rasmussen.

## IDAHO.

Dubois, Ida., Mar. 7.—The new wheat country in western Fremont county will produce this year about 500,000 bus. of grain, principally wheat. Spring conditions are the best in years.—Dubois Mlg. & Elvtr. Co., Ltd.

## ILLINOIS.

Manito, Ill., Mar. 11.—Wheat and rye in this section looking fine and now promise a big crop. The high winds of Mar. 9 damaged some of it on the sandy land.—A. R. Harbaugh.

## INDIANA.

Frankfort, Ind., Mar. 15.—Wheat in this locality looks fine.—Clinton Grain Co.

Burrows, Ind., Mar. 15.—The acreage of wheat and rye is increased 50% over last year.—D. P. Higgins.

Lafayette, Ind., Mar. 15.—Wheat looks fine, and the acreage is increased over that of last year.—Higgins-Anderson Grain Co.

Rossville, Ind., Mar. 20.—Wheat in this territory is looking fine. Oats are going in in good condition, with about normal acreage being sown.—Otto Lefforge.

Evansville, Ind.—Farmers in southern Indiana and Illinois are plowing for the planting of corn and oats. In some counties a record breaking acreage of oats will be sown, and much alfalfa will be put in. Recent overflowing of the Ohio River, causing water to cover the lowlands, will delay spring plowing in the section affected.—C.

## KANSAS.

Schroyer, Kan., Mar. 9.—Growing wheat seems to be all right, altho it is too early to make an estimate it seems to be all alive but small.—Farmers Grain, Stock & Merc. Co., H. W. Kueker, mgr.

Atchison, Kan., Mar. 18.—The outlook for wheat in Kansas is growing better each day. It is making a good growth and is an average stand. Oat seeding is now in full blast and the oats are going in under favorable conditions.—E. A. Sullivan, field representative Vanderslice-Lynds Co.

Bazine, Kan., Mar. 13.—We have had high wind the past few days, and as it is blowing now it is difficult to determine to what extent the wheat is injured. In fact, that cannot be done until we get some moisture. Some farmers have started to sow oats, and it looks like they will have to plant some of the wheat ground to oats.—Farmers Grain & Supply Co.

Marysville, Kan., Mar. 9.—The wheat in central and eastern Kansas is greening up in fine shape as a result of the recent snow and rain. Territory that promised very little before the moisture came now is coming thru with a good stand of wheat. This condition exists in the territory lying east of the towns of Belleville and Salina and to the Missouri river.—E. A. Sullivan, field representative Vanderslice-Lynds Co.

## MINNESOTA.

Brown Valley, Minn., Mar. 22.—Small grain acreage will be increased 10% over last year. Corn will be reduced.—F. A. Monroe.

Deer Creek, Minn., Mar. 22.—Considerable rye sown last fall. Spring work just starting.—S. M. Rector.

Clements, Minn., Mar. 22.—Some seeding has been done the past 2 days, mostly wheat and oats. If weather stays favorable seeding will be general the last week in March. More wheat than last year being put out, and will be less corn.—B. F. Bertrand.

## NEBRASKA.

Graf, Neb., Mar. 15.—Winter wheat is looking fine.—C. F. Ernst, mgr. Farmers Grain Co.

Douglas, Neb., Mar. 11.—We believe the wheat has come thru the winter in good condition.—Farmers Elvtr. Co., F. N. Robb, mgr.

Giltner, Neb., Mar. 11.—Early wheat looking good; late not so good. Will be a large acreage of spring wheat and barley.—P. J. Hohnstein.

Mead, Neb., Mar. 23.—Wheat looks good. Most of our corn grades No. 4. A great deal of corn is on the ground.—Farmers Co-operative Co., John Eskildsen, agt.

Yanka sta. (Brainard p. o.), Neb., Mar. 15.—It is doubtful whether wheat will make a stand in this locality. Farmers are busy in fields and many are sowing spring wheat.—Farmers Co-operative Grain Co., Lou Peschek, mgr.

## NORTH DAKOTA.

Kulm, N. D., Mar. 23.—Seeding has been started by a few farmers. Weather is fine and soil conditions are good.—Gackle Bros.

Ashley, N. D., Mar. 23.—We estimate that 25,000 bus. wheat, 5,000 bus. rye, and 10,000 bus. barley remain to be moved. About 50 cars are needed.—Ashley Elvtr. Co.

Barney, N. D., Mar. 22.—Some field work has been done the last few days and if the weather holds good some seeding will be done next week.—Bailey & Sether Elvtr. Co., E. E. Bailey.

## OHIO.

Berlin Heights, O., Mar. 21.—Wheat was off good quality. Corn no good at all.—Berlin Heights Fuel Co.

West Manchester, O., Mar. 18.—Wheat is looking good and farmers all are awake and ready for spring work.—Geo. G. Williams, mgr. for Powell Bros.

## OKLAHOMA.

Clinton, Okla., Mar. 9.—Condition of wheat in western Oklahoma improved by rain on Mar. 1, which was general over the state. We consider condition to be about 50% at the present time.—Nelson Grain Co.

Oklahoma City, Okla., Mar. 16.—We are in need of rain. High winds, followed by a cold snap, is what we have been experiencing. Do not believe we are seriously hurt yet, and good rains would make a wheat crop for Oklahoma.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

Afton, Okla., Mar. 13.—Oats have all been planted and are in excellent condition. Wheat looking fair with plenty of moisture, and we are looking for bumper crops this year. Some kafir, cane and millet will be planted. Grass is starting up in fine condition.—Afton Grain & Coal Co., N. Hunsinger, mgr.

## SOUTH DAKOTA.

Freeman, S. D., Mar. 23.—Farmers are seeding grain.—A. A. Wollmann & Son.

## TEXAS.

Lubbock, Tex., Mar. 9.—Farmers are ready to begin spring work, and if we receive moisture the crop will be the biggest ever planted in the plains country. It seems that it has been dry nearly 2 years.—H. A. Davidson.

## WASHINGTON.

Prescott, Wash., Mar. 12.—Efforts are being made to plant the largest acreage of wheat this season that has ever been planted in this section. The spring is a little backward, but with plenty of moisture in the ground conditions are favorable.—Prescott Warehouse Co., Joseph Utter, mgr.

# Hearings on Proposed Changes in Federal Wheat Grades

The series of 5 hearings held by the Dep't of Agriculture to obtain the views of interested persons on the tentative revision of the U. S. Standards for wheat began at Philadelphia, Mar. 14, and ended at Minneapolis on Mar. 21.

The second hearing of the series was held at Indianapolis, in the Library Room of the Board of Trade, with George Livingston, of the Office of Markets, presiding.

This hearing was attended by about 60 grain dealers, millers, commission merchants and representatives of trade organizations from Missouri, Illinois, Kentucky, Tennessee, Indiana, Ohio, New York and Michigan. The discussion was confined almost exclusively to a consideration of the grades for soft red winter wheat.

In announcing the purpose of the hearings, Mr. Livingston said that changed marketing conditions have come because of the war, and that certain factors which in the past have entered into consideration in the grading of grain no longer retain their relative importance. The 18 hearings held in November and December, he said, developed the fact that the grades should be modified, and the proposed changes are based on the suggestions received at those hearings, and having in view, for the most part, the changed conditions of the present time. It was stated by Mr. Livingston that it is planned to make new standards effective about July 1, and to continue them in effect for the duration of the war.

When he had completed his introductory remarks Mr. Livingston called for general suggestions from the members of the trade who were present, and, more especially, those who had come as the representative of a trade organization were asked to present any recommendations they had been empowered to make.

F. H. Evans, of Indianapolis, stated that a meeting of grain dealers and millers, held during the morning, had formulated certain suggestions, and that he had been delegated to present them at the hearing. These suggestions were substantially as follows:

We feel that the rules now in force are substantially as good as could be expected, and that any sweeping changes are undesirable, but we desire to make the following specific recommendations: That no change be made from the present test weights; that the moisture content be placed at 12.5% for No. 1, 13.5% for No. 2, 14.5% for No. 3, and 15% for No. 4; that 2% of wheat of other classes be permitted in No. 1, 4% in No. 2, and that wheat containing more than 4% be classed as mixed. We have less objection to the proposed percentage of damaged kernels than to the other factors, and we feel that the present rules for inseparable foreign material should remain, except as to rye. The proposed changes in connection with the determination and calculation of dockage are satisfactory.

Mr. Evans said that the recommendations made were concurred in by members from each of the following bodies: Indiana Millers Ass'n, Ohio State Mill-

ers Ass'n, Michigan State Millers Ass'n, St. Louis Millers Club, Southern Illinois Millers Ass'n, and the St. Louis Merchants Exchange.

The Indianapolis Board of Trade submitted a recommendation in which it was stated that the proposed changes are opposed by the members of that organization, who favor the present grades, with slight changes to permit 13% of moisture in No. 1, 14% in No. 2, 14% in No. 3, and 15% in No. 4; and with allowance for  $\frac{1}{2}$  of 1% of rye in No. 2. It was asked that the government assume responsibility for any changes which may be made.

Bennett Taylor, of Lafayette, pres. of the Indiana Grain Dealers Ass'n, read the resolutions adopted by the Ass'n at its midwinter meeting, and which asked that the moisture content for No. 2 red wheat be placed at not less than 14%, and that the test weight for the same grade be made 58½ lbs. These resolutions were, in effect, a protest against the adoption of the proposed changes, and suggested the substitution of reasonable modification of the standards for the extreme limits contained in the tentative grades.

J. M. Miller, of McClure, O., pres. of the Farmers Grain Dealers Ass'n of Ohio, stated that his organization had adopted a resolution similar to that adopted by the Indiana Grain Dealers Ass'n.

Mr. Livingston: What do you think of 15% moisture?

## 15% Moisture Excessive.

Mr. Miller: I think it excessive and don't believe it will carry. We have no criticism of the other factors. Dockage is all right, altho we have had some trouble with producers on account of it.

C. A. Morton, St. Louis: We are opposed to the proposed changes because they upset a system that is approaching a satisfactory condition, and we feel that it is not best to discard the present standards and to substitute a set that is doubtful. Mr. Barnes has told us that he has doubts as to what the grain trade will have to face after the war; that we will face keen competition is certain, and we should not be given additional burdens. That is what the adoption of these grades would amount to, for they would be troublesome.

Fred E. Pond, sec'y Buffalo Corn Exchange: Our grain com'te has considered the proposed changes, and feels that the Dep't has undoubtedly concluded that more liberal application of the system would protect practical features. We have no objection to offer.

Sec'y Tanner, Ohio Millers Ass'n: We are against changing moisture content from 13% in No. 2 red wheat to 15%, and the test weights as announced do not meet with our approval. We are not against the other changes, as a war measure.

## No Suggestions from G. D. N. A.

Fred E. Watkins, Cleveland, O.—I do not care to make a recommendation as I feel that it is a war measure. For the Com'te on Uniform Grades of the Grain Dealers National Ass'n I can report that we will make no suggestions as to the

proposed grades because this is a war measure.

E. C. Andrews, St. Louis: On Mar. 9 the St. Louis Merchants Exchange held a meeting and sent a telegram to Sec'y Houston objecting to the adoption of the changes. Our most serious objection is against the 15% moisture content, which in soft and hard winter wheat gives us a grain that cannot safely be shipped or stored without almost certain deterioration in quality. Increased percentage of damaged grain, admixture of other classes and other grains, and reductions in test weight in No. 1, No. 2 and No. 3 completely demoralizes established commercial standards. The tentative grades will nullify the efforts of the past on the part of the government, state, grain and milling interests to encourage better seed, better farming and better methods of marketing. We believe that their adoption will be little short of an agricultural and commercial calamity.

Mr. Livingston asked Mr. Andrews if he had a copy of the answer sent by the Dep't upon receipt of the telegram, and upon the statement by Mr. Andrews that he did have, Mr. Livingston asked that it be read.

In this telegram it was stated that the proposed grades are to meet war conditions, and the St. Louis Merchants Exchange was asked that it please see the need for the changes.

## Government Does Not Want Change.

Mr. Livingston: The government does not want to change the standards. We formulated the grades which are now in effect, and when fixed prices and other war measures came in we received complaints from everybody except the millers. Last November and December we held a series of 18 hearings in various cities to determine whether the standards were giving satisfaction. We found the grades satisfactory for normal conditions but not so under present conditions. We put out the tentative grades, thinking the changes desired by the trade.

G. H. Lewis, Lawrenceburg, Ind.—If, as we hope, the 1918 crop is large we must make provision to store the grain. How will we do it with 15% moisture permitted in the highest grades?

Mr. Livingston: You will have the same problem, no matter what percentage of moisture is permitted in the grades, as placing the moisture content at any figure does not put moisture in the wheat itself. It will simply be a physical matter.

Bert A. Boyd, of Indianapolis, submitted recommendations adopted by the Toledo Produce Exchange, and sent to him to be introduced at the hearing. Opposition to the changes was expressed, the statement being made that 15% wheat will not keep, that it would have to be dried or continually moved, either of which operations would cost money; that, further, farmers could not hold such wheat in their bins. A moisture content of 14% per cent as an extreme for the lowest grade was suggested. As to rye mixture, the belief was expressed that to allow as much rye in wheat as the changes proposed would create a slovenly condition on farms, and 1% was recommended as the maximum for all grades. Damaged kernels and inseparable foreign material should remain at the percentages in the present grades, and the test weights should be as follows: No. 1, 60½ lbs.; No. 2,

58½ lbs.; No. 3, 56½ lbs.; No. 4, 54½ lbs.

Prof. A. T. Wiancko, of Purdue University: I think the moisture content in No. 2 should be placed at about 14%. Do not know about 15%, but think it dangerous to store it. As to test weight, we feel that the standard should be kept up on it, as on rye mixtures which we think should not be changed. We think the farmer should be encouraged to produce as good wheat as possible.

## Will Make Borrowing Difficult.

Mr. Lewis: We felt that the Food Administration proposed to interfere with the usual marketing arrangements as little as possible. If we accept these recommendations we show a principle of abandonment of the things which have been gained by long striving. The rules under which we are working are fairly satisfactory, and few would have been opposed to them with a few minor changes.

If 15% moisture is permitted the matter of borrowing money will come up for consideration, and because of the law on warehouse receipts which does not require a guarantee that the grain will be kept in condition it will raise a doubt in the mind of the banker and he will look askance at the man who asks for a loan on collateral consisting of warehouse receipts. High moisture will encourage reckless farming methods, and even in time of war we should keep in mind the

fact that adjustments must be made after the war.

E. Hutchinson, Arlington, Ind.: Mr. Livingston's statement that the present rules are satisfactory to millers, but not to grain dealers and farmers, has cleared up things. We think we should have the moisture placed at 13.5% or 14%. The millers are willing to legislate out of the wheat the water that nature put there and that we can't take out. The moisture in No. 1 should be 13%, in No. 2 14%, and in lower grades 15%.

E. E. Stott, of the Michigan State Millers Ass'n: It would be appreciated if Mr. Livingston could make a statement as to where the demand for changes came from.

Mr. Livingston: The complaints came from all parts of the United States, regarding all classes of wheat. The least complaint was in the Pacific Northwest, but complaints have come from all the territory east of the Rocky Mountains, and they came principally from country grain dealers and producers.

O. F. Phillips, Federal Supervisor, Cincinnati: In July, August and September, 1917, we inspected 5,135 cars in Cincinnati. Of these, 3.49% tested below 12%; 45.4% tested from 12.1% to 13%; 33.83% from 13.1% to 14%; 20.68% from 14.1% to 15%; and 16.55% tested above 15%.

C. B. Jenkins, Noblesville, Ind.: I do not think it best to go to the extreme of 15% moisture. I have bot wheat containing water that nature did not put

there. There is no complaint at our stations in Indiana except as to 13% moisture in No. 2 red winter. We think it should be 13.5%, while 14% might not be excessive, and that No. 3 should be on the same basis.

Mr. Livingston: Under the proposed standards the relation of the moisture content to the intrinsic value of the grain is left a matter of contract, and it is for this reason that the percentage of moisture in all grades is made the same. The effect would be that grain would not be placed into a grade solely because of its moisture content; and each sample would be handled on its merits.

## Would Increase Risk of Handling.

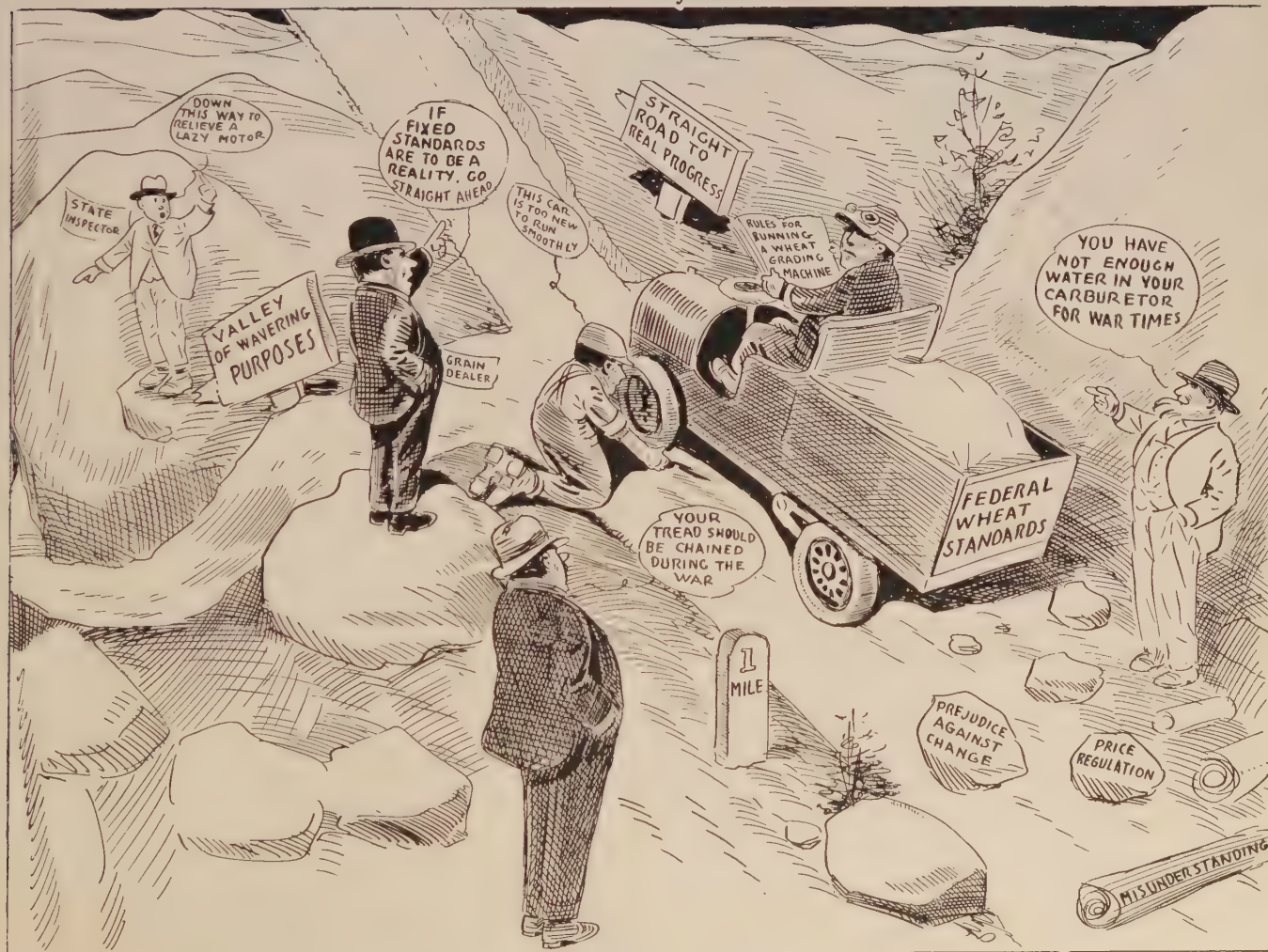
Mr. Morton: When the risks of handling are increased the expense of handling also is increased. Under the proposed grades the commission man must have more compensation for his work, and that is one factor to be considered in connection with permission of 15% moisture in No. 2. Fifteen percent wheat is not safe to move in the district south of St. Louis; 14.5% would be dangerous.

F. G. Emmons, Detroit, Mich.: If you put the moisture content at 15% for the higher grades and Congress makes the price \$2.50 or \$2.75 the farmers will thresh as quickly as they can in order to sell the wheat while it is full of water.

Mr. Jenkins: I want to make a motion—

Mr. Livingston: I won't entertain it.

## Reflections of Wayside Advice.



The First Fork in a Rough Road.

I do not want to do so as I think we have the individual opinions of all present.

### Another Change Necessary.

In answer to a question as to the probable permanency of the proposed standards, if they are finally adopted, Mr. Livingston said:

*"It undoubtedly will be necessary to make another change when conditions again become normal."*

When the subject of moisture content had been passed it was found that not so many desired to express their opinion on the other factors, the greater number feeling that the moisture content in wheat, and particularly in No. 2 red winter wheat, is their greatest concern.

On the percentage of rye which should be permitted, Mr. Jenkins suggested that no change be made from the present standards. Mr. Goodrich expressed the opinion that 1% of rye and 2% of other inseparable foreign material is perhaps all right, while Mr. Stott said that his organization has no serious objection to the proposed standards, altho it realizes that every artificial condition brought into the trade brings up an additional difficulty.

C. A. Morton: As to wheat of other classes, we feel that none should be allowed in No. 1; not above 3% in No. 2; 4% in No. 3; and that all above 4% should go as mixed wheat. It does not seem that the present emergency is so great as to require the sacrifice of all that we have done in so many years in building up trade conditions to where they are now.

Mr. Jenkins: We have been assured that the present unusual conditions were to be allowed to disturb the trade as little as possible. The Dep't has spent 20 years in the work. Why disturb the present grades and uproot all that we have done?

Further discussion of the question of wheat of other classes developed the fact that opinion was general that more than 4% of wheat of a class other than the predominating one should cause the grain to be classed as mixed.

Mr. Morton: Is it intended to have but 4 numerical grades and sample?

Mr. Livingston: It is the suggestion.

The consideration of test weights consumed but little time, the expressed opinions being almost unanimous that the present standards should NOT be changed.

Mr. Morton said that the proposed percentage of damaged kernels to be permitted would decrease the milling quality of the wheat, and that his organization opposes its adoption.

When asked for the reasons attending the proposed change to eliminate the consideration of dockage of less than 1%, Mr. Livingston said that the reasons were 3 in number. The first was given as based upon the complaint of country grain dealers that payment is not made for dockage; the second, that in handling thru elevators a variation is caused that would frequently have the effect of requiring the assessment of dockage on wheat as it leaves the house, whereas, on going in, it had been free; and the third reason was that at the several hearings held during the winter it was indicated that by so moving the minimum point at which dockage first becomes a factor many of the difficulties incident to dockage will be overcome.

Mr. Morton: Based on the handling

of grain at the St. Louis market, the proposed changes will mean that 75% of the grain will be raised in grade enuf to make an increase of 3c in price, which will cause an increase of 20c per barrel in the price of flour.

Geo. F. Munson, Cincinnati: I think the proposed rule concerning garlicky wheat a splendid change.

The last message which was given to Mr. Livingston before adjournment was to the effect that, since this is a war measure, and because the war seems to be the reason for a change not sought by the trade, it should, if possible, be placed into effect only *with the understanding that it is to end at a definite date after the close of the war. It was suggested that the date be the 1st day of July, following the end of hostilities.*

Among the dealers who attended the meeting were:

New York: Fred E. Pond, Buffalo.  
Kentucky: Lee D. Irving and Mr. Ballard, Louisville.

Tennessee: J. B. McLemore and W. T. Hale, Jr., Nashville.

Michigan: E. E. Stott and F. G. Emmons, Detroit; E. H. Amendt, Monroe.

Ohio: F. E. Barker, Hamilton; J. M. Miller, McClure; Geo. F. Munson, Cincinnati; Frank H. Tanner, Columbus; F. E. Watkins, Cleveland.

Missouri: H. B. Sparks, Joseph Sewell, C. A. Morton, Edward C. Andrews, Thomas Teasdale, Fred W. Seele and W. J. Niegath, all of St. Louis.

Illinois: J. D. Edmonston, East St. Louis; W. E. Meek, Marissa; E. J. Noble, Chicago; Sam Smith, Chicago; P. E. Sauer, Evansville.

In addition to Mr. Livingston, the Dep't of Agriculture was represented by E. Boerner, Washington, D. C., and federal grain supervisors R. T. Miles, Toledo, O., O. F. Phillips, Cincinnati, O., and R. B. Woolsey, Indianapolis.

Indiana: Chas. A. Ashpaugh, Frankfort; H. J. Barry, Indianapolis; Albert E. Betts, Frankfort; Bert A. Boyd, Indianapolis; Geo. Doran, Indianapolis; F. H. Evans, Indianapolis; P. E. Goodrich, Winchester; Elmer Hutchinson, Arlington; C. B. Jenkins, Noblesville; H. E. Kinney, Indianapolis; G. H. Lewis, Lawrenceburg; Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n, Indianapolis; Bennett Taylor, pres. Indiana Grain Dealers Ass'n, Lafayette.

### The Minneapolis Hearing.

Charles J. Brand, chief of the Bureau of Markets, U. S. Dep't of Agriculture, presided at the meeting held at Minneapolis Mar. 21, which was attended by about 200 persons.

Previously, a meeting of farmers from the states of Minnesota, North Dakota, South Dakota, Montana, Utah and Idaho was held at Helena, Mont., for the purpose of considering the proposed standards and to formulate recommendations to be submitted at the Minneapolis hearing. At this meeting, S. D. Stuart, governor of Montana, presided and a set of resolutions were adopted.

A second meeting of Minnesota farmers was held Mar. 20 at Minneapolis, and the resolutions of the Helena meeting were adopted in full.

At the hearing conducted by Mr. Brand at Minneapolis these resolutions were read into the record by G. H. Hagen, sec'y of agriculture and labor of South Dakota, the explanation being made that they were the recommendations of the farmers of the states taking part in the

meetings at Helena and Minneapolis. The resolutions follow:

### The Helena Resolutions.

RESOLVED, That the following changes, modifications, and amendments to said proposed grain standards for wheat, as promulgated in said S. R. A. Markets 32, be recommended, to-wit:

1. That the designation in Section 2, "hard, red spring wheat" be amended by striking out the word "red."

2. That the name of Sub-class A, "dark, northern spring," be amended by striking out the word "dark" and substituting in lieu thereof the word "hard," and that the description of said Sub-Class A be amended by striking out the word "red," and further by striking out the words "75 per centum" and substituting in lieu thereof the words "65 per centum."

3. That the Sub-Class B of said section 2 be amended by striking out from the description thereof the word "Red," and further by striking out the words "75 per centum" and substituting in lieu thereof the words "65 per centum."

4. That the description of Sub-Class (a) "Amber Durum," be amended by striking out the words "75 per centum" and substituting in lieu thereof the words "62 per centum."

5. That the description of Sub-Class (b) "Durum" be amended by striking out the words "75 per centum" and substituting in lieu thereof the words "62 per centum."

6. That the description of Sub-Class (a), "Dark Hard Winter," be amended by striking out the words "75 per centum" and substituting in lieu thereof the words "65 per centum."

7. That the description of Sub-Class (b) "Hard Winter," be amended by striking out the words "75 per centum" and substituting in lieu thereof the words "65 per centum."

8. That the description of Sub-Class (a) "Hard White," be amended by striking out the words "75 per centum" and substituting in lieu thereof the words "65 per centum."

9. That the description of Sub-Class (b), "Soft White," be amended by striking out the words "75 per centum" and substituting in lieu thereof the words "65 per centum."

10. That the last line of Section 4 be amended by striking out the words "two balls of average size" and substituting in lieu thereof the words "three balls of average size."

11. That Section 7 be amended by striking out the word "onions" at the end of the first line and striking out the word "garlic" at the beginning of the second line thereof.

12. That Section 9 be amended by adding thereof the following paragraph:

"All dockage having value must be noted and amount thereof specified on inspector's certificate. The price-fixing board is to determine the compensation to be paid for said dockage having value."

13. That Section 13 be amended by adding immediately following the word "rye," in the second line, the words "and Barley."

14. That Section 19 be amended by striking out the words "Sample Grade" in the sixth line thereof, and substituting in lieu thereof the words "Sample Wheat."

15. That Paragraph (a) of Section 20 be amended by striking out the word "Before" at the beginning of said Paragraph (a) and substituting in lieu thereof the word "After."

16. That Paragraph (b) of said Section 20 be amended by striking out the words "Sample Grade," where the same occur in the sixth line thereof, and substituting in lieu thereof the words "Sample Wheat"; and that said Paragraph (b) of Section 20 be further amended by striking out the figure "4" in the fifth line thereof, and substituting in lieu thereof the figure "3."

17. That the "Condensed tabulation of proposed grade requirements" on page 6 of said S. R. A. Markets 32, be modified and amended as follows:

1. So that the minimum test weight per bushel of Grade 1, in Class 1, shall be 58 pounds of hard spring wheat, and 57 pounds of the northern spring wheat.

2. So that the minimum test weight per bushel of Grade No. 2, in Class 1, shall be 56 pounds of hard flinty wheat, and 54 pounds of all other varieties.

3. So that the minimum test weight per bushel of Grade No. 3, of Class No. 1, shall be 51 pounds Northern, 52 pounds Hard.

4. So that the minimum test weight per

bushel in Grade No. 1, of Classes 2, 3, 4 and 5, shall be 59 pounds.

5. So that the minimum test weight per bushel in Grade No. 2, of Classes 2, 3, 4 and 5, shall be 57 pounds.

6. So that the minimum test weight per bushel of Grade No. 3, in Classes 2, 3, 4 and 5, shall be 55 pounds.

7. So that the maximum limits of wheat of other classes in Grades 1, 2 and 3, shall be 10 per cent.

8. So that the maximum limits of both rye and barley, either singly or in combination, shall be 3 per cent in Grade No. 1, 5 per cent in Grade No. 2, and 7 per cent in Grade No. 3.

9. So that the maximum limits of damaged kernels shall be total in Grade No. 1, 4 per cent; in Grade No. 2, 8 per cent; and in Grade No. 3, 15 per cent.

10. So that the maximum limits of heat damaged kernels shall be, in Grade No. 1, .5 per cent; in Grade No. 2, 1 per cent; and in Grade No. 3, 2 per cent.

11. By adding to the words "Maximum limits of inseparable foreign material except rye" the words "and barley."

12. By wholly eliminating Grade No. 4 of all classes.

IX. By adding the following new section:

Wet Grain: Where wheat contains more than 15 per cent of moisture, the inspector shall determine and state the grade which it should receive if it were in condition, following such specification with the words "excess moisture" and a statement of the per cent of moisture."

In the discussion of the proposed changes, Mr. Brand stated that 20% of receipts at Minneapolis sold at a premium of 4c over No. 1 Dark Northern and 30% at a premium of 1c over No. 2 Dark Northern. Also, that investigations by the Dep't have shown that the records in elevators at various stations indicate that on 25% to 33% of the grain the farmer received the No. 1 price. Thus, at Laramie, N. D., out of a total of 44,000 bus. considered, the No. 1 price was paid for 17,000 bus.; at Everest, N. D., 9,000 bus. out of 17,900 bus. received the No. 1 price; at Finley, N. D., 3,365 bus. out of 12,000 bus. received the No. 1 price; 10,000 bus. out of 29,000 bus. at Hamilton, N. D.; and 4,000 bus. out of 19,000 bus. at Litchfield, Minn.

Mr. Kinney, Bird Island, Minn.: None of the wheat in my territory has received the No. 1 grade.

Mr. Brand: At the hearing in Kansas City objection was made to raising the moisture content to 15% because of the danger of spoiling.

E. R. Rehnke, chairman joint board of grain appeals of Minnesota: Wheat with 15% moisture will not spoil in the Northwest.

C. H. March: One hundred percent of farmers are not contented with the present standards.

Mr. Brand showed that 98% of all wheat would grade No. 1 under the standards adopted at Helena, as the average moisture content in the years 1911-1916 was 13.6%, and, with respect to the statement that this year is exceptional, that wheat this year is only .02% better than any previous year.

G. H. Tunnell, state grain inspector for Minnesota: At least 25% of the wheat has graded No. 1.

Figures were presented to show that at Lester Prairie, Minn., out of a total of 50 cars shipped, 2 graded No. 1 Dark Northern, 5 No. 1 Northern and the remainder graded from No. 2 to Sample.

H. H. King, Faribault, Minn.: At Owatonna and Waseka, Minn., farmers are growing humpback wheat and they want premiums for what they grow.

Col. A. R. Wilkinson, Lake Elmo, Minn.: The miller has the right to pay No. 1 price for wheat that he knows will make No. 1 flour. If the grades remain so complex and with so many restrictions that the country elevator operator cannot

pay what the miller can afford to pay the grading system is wrong. The basic idea in fixing grades should be to be fair to both buyer and seller.

Col. Wilkinson criticized the standards because they have taken away from the Northwest its characteristic No. 1 Hard Wheat.

It was proposed that the dockage should be divided into 2 classes, namely, that which has value and that without value; and that the dockage which has value should be paid for.

Mr. Brand replied that this problem is now in the hands of the Food Administration Grain Corporation, and that farmers are advised to keep the dockage at home.

The consensus of opinion of the farmers present was that the present standards are too complicated. The farmer not only failed to understand them himself, but he believes that the elevator man does not understand them. He feels, moreover, that he knows how to grow wheat, and that he has right to grades he can understand.

The opinion was expressed by J. J. Murphy of Watertown, S. D., that the grades as recommended in the Helena resolutions would bring relief, but that the proposed grades are too arbitrary. In explaining his position, Mr. Murphy told of cars that have passed thru the hands of the appeal board 3 and 4 times, the grade being changed each time, thus tending to prove that the system of grades is a complex system and more than the farmer should be expected to understand.

Milwaukee was represented by A. A. Breed, chief grain inspector.

O. P. B. Jacobson, member Minnesota railroad and warehouse commission; E. R. Rehnke, chairman joint board of grain appeals of Minnesota; and H. J. Maxfield, deputy inspector at St. Paul, were some Minnesota officials present.

In addition to Mr. Brand, the Dep't of Agriculture was represented by E. G. Boerner, H. J. Besley, G. L. Livingston and A. W. Herger, all from the office of grain supervision, Washington, D. C.; W. P. Carroll, federal grain supervisor, of Chicago; B. J. Stubblefield, federal grain inspector, of Seattle, Wash.; J. H. Edwards, federal grain supervisor, Milwaukee, Wis.

## Our Callers

L. C. Allinger, Delphos, O.  
Neil J. Allinger, Delphos, O.  
Harry Work, Ellsworth, Kan.  
F. C. Hoose, Kansas City, Mo.  
C. S. Emrick, Fort Thomas, Ky.  
P. A. Woodward, Spirit Lake, Ia.  
C. A. Crane, with Wood & Co., Dillsburg, Ill.

Geo. Wood, with Wood Bros. & Co., Gifford, Ill.  
Karl B. Seeds, Euro of Markets, Washington, D. C.

E. A. Grubbs, of the E. A. Grubbs Grain Co., Greenville, O.

H. B. Dorsey, sec'y Texas Grain Dealers Ass'n, Ft. Worth, Tex.

D. L. Boyer, sec'y Missouri Grain Dealers Ass'n, Mexico, Mo.

P. F. McAllister, of Ballinger & McAllister, Bloomington, Ill.

Geo. E. Traut, inspector Grain Dealers Fire Ins. Co., Bloomington, Ill.

J. J. Fitzgerald, ass't sec'y Grain Dealers Fire Insurance Co., Omaha, Neb.

W. E. Messerole, Kalamazoo, Mich., and L. J. Howell, Omaha, Neb., rep. Omaha Alfalfa Milling Co.

## Grain Rates Advanced 15%.

At a general session of the Interstate Commerce Commission March 12, the several orders restraining the railroads from making advances in class and commodity rates were vacated and a large number of advances were held to have been justified as maxima. Railroads were given permission to file schedules on five days' notice bearing the advanced rates. Schedules under suspension may be amended or canceled on one day's notice.

Chicago advices are to the effect that eastern carriers will publish tariffs, to become effective about March 25, quoting new rates on grain, grain products and grain by-products which will be about 15 per cent higher from Chicago and other central grain markets to Eastern Trunk Line Territory, east of but not including Buffalo and Pittsburgh.

All of this advance accrues to the carriers east of Chicago. No change will be made in any of the local or proportional rates to Chicago.

Thru rates on oats and barley from Minneapolis, Duluth and other Lake Superior ports, via all gateways will be on basis of combination via Chicago, thus eliminating the difference of 1 cent per 100 lbs. which for a great many years has existed in through rates under the combination via Chicago.

Reshipping rates from Chicago to the Atlantic seaboard are: to Boston, grain for export, 18, domestic, 21.5; grain products, export, 20 (flour 19), domestic, 22; by-products, export, 21, domestic, 23; To New York, grain, export, 18, domestic 19.5; grain products, export 20 (flour 19), domestic 20; grain by-products, export 21, domestic 21; To Philadelphia, grain, export 17, domestic 17.5; grain products, export and domestic 18; grain by-products, export and domestic, 19; To Baltimore, grain, export and domestic, 16.5; grain products, export and domestic, 17; grain by-products, export and domestic, 18.

In the Five Per Cent Case, 32 I. C. C. 325, joint rates whether class or commodity, between Official Classification Territory on the one hand and South-eastern Territory, the Southwest and points on or east of the Missouri River on the other, "rates are increased by the amounts not exceeding the increases now and heretofore allowed."

In the C. F. A. Class Scale Case, 45 I. C. C. 254, restrictions are removed on carriers in Official Classification Territory, subject to the qualification stated in the orders.

This is the most sweeping advance in rates in transportation history, affecting all commodities and class rates from the Southwest and Mississippi River points to the Atlantic seaboard, being an increase of 5% to 15% in the charges heretofore made. Intermediate and local rates are not in all cases affected by this increase.

GRAIN SHIPMENTS to nations associated with the United States in war are falling behind at the rate of 5,000,000 bus. a month. Ocean tonnage is scarce and becoming scarcer. The hard pull will come in August after which time available shipping should increase rapidly as production of ships should then be at its flood. Destruction by submarines last year aggregated about 6,000,000 tons, construction about 2,834,000 tons. The estimate of ships to be delivered in this country this year is 4,000,000 gross tons, while England expects to complete 2,500,000 gross tons.

## Conference on Loss and Damage Claims.

Pursuant to the call sent out by Henry L. Goemann, chairman of the Transportation Com'te of the Grain Dealers National Ass'n, fifty representative grain dealers met in the Board of Trade at Chicago Mar. 14 to work out a plan to expedite the handling of loss and damage claims, as suggested by the Interstate Commerce Commission in Docket 9009.

The room being too small, immediate adjournment was taken to a nearby hotel. Mr. Goemann was chosen chairman and G. Stewart Henderson of Baltimore, sec'y.

Wm. R. Bach, attorney Illinois Grain Dealers Ass'n, Bloomington, Ill., suggested that to save time a half hour be allowed each side of the two positions that he thought would be assumed; one side being those who favored the Illinois plan and the other those who would allow the carriers nothing whatever.

Mr. Goemann: *This meeting does not cover natural shrinkage*, which is now in the courts. The subject before us is the allowance on clear record cars.

George A. Wells, Des Moines, Ia.: Are we going to standardize the country shipper's weights?

Chas. B. Riley, Indianapolis, Ind.: Let us divide on supervised and unsupervised weights.

Chas. D. Jones, Nashville, Tenn.: Will the chairman please outline the legal responsibility of the carriers, which many do not understand?

Mr. Goemann: We are waiving the jurisdiction of the Commission for the purpose of this compromise. The Northwest has got a victorious decision; but each car and claim must be taken up and the compromise is in view of avoiding these suits. This is purely to get a compromise without considering the law.

H. B. Dorsey, Ft. Worth, Tex.: I am opposed to surrendering our rights. Would we be faithful to those who sent us here if we surrendered their rights. Mr. R. C. Jordon, superintendent of the Illinois Central Elevators, told me that 50 per cent of the cars of grain arriving at New Orleans showed leakage. Many of the claims are due to defective equipment. We have a law in Texas that when you win your claim against the railroad company you are entitled to a reasonable attorney's fee. That helps the shipper to collect his claims. We should have in mind the rights of those whom we represent.

H. P. Price, Delavan, Ill., representing Illinois Farmers Grain Dealers Ass'n: We repudiate the statement by Mr. Short-hill in the proceedings before Examiner Wilson of the Commission that he represented us. We may go farther than you do. It would be wrong to waive any of our rights.

H. A. Feltus, Minneapolis, Minn.: We are with you.

H. T. Clarke, attorney Omaha Grain Exchange: This whole trouble arose from the attempt of the carriers to make an arbitrary deduction. The law says the arbitrary deduction is unlawful.

The main question is whether we can agree to an arbitrary deduction and possibly to a limit on small claims.

J. M. Brafford, Indianapolis, Ind.: I move we consider the Illinois agreement.

H. G. Wilson, Toledo, O.: Supervised weights are on a different basis from country weights.

E. M. Wayne, Delavan, Ill.: For the information of the gentleman from Toledo I will state the records show greater

discrepancies in weights between supervised points than in country weights.

Mr. Wells: A few years ago after a conference with the carriers we split on the difference between terminal and country weights.

C. J. Austin, New York: Speaking for the seaboard we could start with an allowance of  $\frac{1}{8}$  on clear record cars, as provided in the Pennsylvania Lines tariff. Bad order cars are clearly payable. Six years ago we had a conference in Chicago on this very subject; but after agreement the question was reopened by W. M. Hopkins, the then traffic manager of the Chicago Board of Trade.

Mr. Feltus: I represent interests that are concerned with weights from country to terminals and from terminals to terminals. During the past two years some of the carriers have paid claims without deduction. The point from which we should start is to recognize nothing but the sample and the invisible loss.

Mr. Clarke: We might agree to one-twentieth of one per cent on clear and bad order cars alike, between supervised markets, crosstown and switching where there is supervision at both ends.

Mr. Bach: We have in Illinois established the principle that the railroads must pay for every pound loaded into the car. One-eighth of one per cent is the fairest that anyone could expect to get. You men can sustain your weights and your claim will be allowed. In Illinois we have agreed to a modification of the Oklahoma plan.

*There is no such thing under the law as natural shrinkage and scale variation.* The question of natural shrinkage is in another suit and we have nothing to do with it. The railroad is liable under the common law liability; but we have not achieved a peaceable settlement of claims.

Mr. Dorsey: The Texas Ass'n maintains a claim buro, and we do not file any claims for less than \$2 where they do not deduct the  $\frac{1}{8}$  of one per cent. *We do not have any natural shrinkage in Texas.*

Mr. Feltus: I favor putting into the hands of our com'te all but a waiver of our common law rights. That com'te should not be empowered to waive any of our legal rights. My company, when pressing its claims in court was threatened by the railroad company with a five years' fight and that the railroad would spend all its claim money for five years to fight us. Since then the Great Northern has sent us checks for 300 claims without interest, which we refused, and some of them have been returned with interest. We have had an offer to pay all claims with a \$5 bonus, if we would drop our suits. We do not want to lose all we have won. We have a more united front in the Northwest. Our dealers in the Northwest appreciate what  $\frac{1}{8}$  of one per cent will mean.

The actual loss is not  $\frac{1}{8}$  of a pound per 1,000 pounds in loading and unloading. *We must get into the country elevators a system of recording the weights.*

Only about two weeks ago two of the railroads paid our claims in full, after the court decision in our favor. We have no expense except our attorney's fee. We call no witnesses, just show our B/L and weight certificates.

Mr. Bach: In Illinois the railroad would ask that depositions be taken, costing \$25 per day.

Mr. Dorsey: I believe that it will be better to reach a compromise than to have an eternal scrap. I believe it would be reasonable to consent to a small deduction

for variation in scales and invisible loss. If we can arrive at what is reasonable we should all agree to it.

Mr. Austin: Why can we not say to the com'te you can go so far if you have to?

Mr. Riley: We have collected quite a number of claims on which there was no bad order record; over \$100 where the record was clear. The car movement record showed that there had been a wreck somewhere. We at one time consented to the  $\frac{1}{8}$  of 1% reduction on the understanding that the weight be announced at the time grain is placed in the car and that the carrier be bound by it. If we had that in the B/L and the car record was available on non-leaking cars we would agree to  $\frac{1}{8}$  of 1%.

*When you can prove how much you put into the car that is all there is to it.*

The Van Dusen-Harrington Co., controlling a large number of elevators, can do it; but the Indiana grain dealers average only 1½ elevators each. We can not get our members to go into court.

J. S. Brown, manager Transportation Department Chicago Board of Trade: I move that the subject matter be submitted to a com'te of 11 to report back by 4 p. m., their conclusion to be the basis of settlement of loss and damage claims.

Mr. Dorsey: Several thousand people are interested in this matter and I move we meet here again at 9 a. m.

Mr. Wilson: I am opposed to naming the com'te at this time.

Mr. Brown's motion was carried and Chairman Goemann named the following: Feltus, Austin, Henderson, Wilson, Clarke, Wells, Riley, Dorsey, Bach and Brown, himself being chairman.

At 4 p. m. the com'te presented a comprehensive report covering all the suggestions that had been made and formulating specific instructions as a guide to the com'te to be named to confer with the carriers, the com'te being fully authorized to negotiate a settlement and adjust differences that may develop in the conference.

The com'te to confer with the carriers' com'te, as named by Chairman Goemann is composed of Austin, Brown, Feltus, Bach, Clarke, Clifford Thorne, Wells, Dorsey, Riley, C. M. Hardenbergh of the Kansas City Board of Trade, C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n, H. V. Mercer, attorney Minneapolis Chamber of Commerce, C. D. Jones, R. Lee Callahan, of Louisville Board of Trade, and H. L. Goemann.

On being informed that he had been named Clifford Thorne hastened to the meeting and begged that he be excused from serving on the com'te until he could get authority from the farmers organizations he represented. It was agreed that Mr. Thorne be given time to do so, and if desirable that the com'te be enlarged to give the farmers a larger representation.

Mr. Wilson: I believe that we will have a decision by the I. C. C. on the B/L by the middle of April.

Mr. Brown: I move that the com'te of 15 make recommendations to the railroads that claims be settled on replacement value instead of invoice value.

*Adjourned sine die.*

**Among those in attendance were:**

C. J. Austin, New York Produce Exchange; W. R. Bach, Bloomington, Ill., attorney Illinois Grain Dealers Ass'n; D. L. Boyer, St. Joseph, Mo., sec'y Missouri Grain Dealers Ass'n; W. W. Bradbury, Duluth Grain Commission Merchants Ass'n; J. M. Brafford, Indianapolis, Ind.;

R. L. Callahan, Louisville Board of Trade; H. T. Clarke, attorney Omaha Grain Exchange.

Victor Dewein, Warrensburg, Ill.; L. J. Dillon, Minneapolis, Minn.; H. B. Dorsey, Ft. Worth, Tex., sec'y Texas Grain Dealers Ass'n; A. E. Dypwick, Minneapolis, Minn.; E. C. Eikenberry, Camden, O., pres. Grain Dealers National Ass'n; H. A. Feltus, rep. Van Dusen-Harrington Co., Minneapolis, Minn.; T. H. French, Lytton, Ia.;

F. E. Gillette, Nashville, Tenn.; E. A. Grubbs, E. A. Grubbs Grain Co., Greenville, O.; W. T. Hale, Jr., Nashville, Tenn.; C. M. Hardenbergh, Kansas City Board of Trade; G. Stewart Henderson, Baltimore Chamber of Commerce; B. P. Hill, Freeport, Ill.; Jas. C. Jeffery, attorney Chicago Board of Trade; R. L. Jensen, Lytton, Ia.; J. P. Johnson, traffic manager Armour Grain Co., Chicago; Chas. D. Jones, Nashville Grain Exchange; J. P. Kolesky, ass't attorney Minneapolis Chamber of Commerce.

Chas. F. Macdonald, sec'y Duluth Board of Trade; Chester M. Martin, Detroit Board of Trade; J. H. McCune, Ipava, Ill.; Otto Mortensen, Minneapolis, Minn.; Henry Nelson, Minneapolis, Minn.; Geo. Pontius, Claypool, Ind.; H. P. Price, Delavan, Ill., chairman Transportation Com'te Illinois Farmers Grain Dealers Ass'n; C. S. Reed, Windfall, Ind.; S. S. Reeves, Cincinnati Grain & Hay Exchange; Frank E. Rice, Chicago, Millers National Federation; Chas. B. Riley, Indianapolis, Ind., sec'y Indiana Grain Dealers Ass'n; Chas. Rippin, traffic mgr. St. Louis Merchants Exchange.

Geo. A. Schroeder, mgr. transportation department Milwaukee Chamber of Commerce; Clifford Thorne, rep. National Council of Farmers Co-operative Ass'ns; F. Von Borries, Louisville Board of Trade; E. M. Wayne, Delavan, Ill.; N. C. Webster, Chicago, rep. Richardson Scale Co.; Geo. A. Wells, Des Moines, Ia., sec'y Western Grain Dealers Ass'n; C. J. White, Cedar Grove, Mo.; H. G. Wilson, Toledo Produce Exchange; G. F. Witt, Chicago, rep. Millers National Federation.

## Senate Says \$2.50 for Wheat.

By a vote of 49 to 18 the Senate on Mar. 21 adopted the amendment to the Agricultural Appropriation bill, offered by Senator Gore, of Oklahoma, providing for a guarantee of \$2.50 a bu. for wheat, that to be the price paid the grower. Present guarantee is \$2.20 a bu. in primary markets, or roughly \$2 a bu. to the producer.

This amendment was adopted after a bitter five-day debate in which the sponsors for the amendment urged the immediate necessity of stimulating production and criticised as unwarranted and meddlesome the government's action in restricting the price of wheat.

A further return to the producer of wheat, in the event this measure becomes a law, is assured by the provision that the 1918 price of wheat shall be based on No. 2 Northern, or its equivalent, instead of No. 1, as under the existing law, and the price shall be paid by local elevators or at railway markets, instead of being the value in the primary markets. A further provision is that the guaranty shall not be dependent on the action of the president but "is hereby made absolute and binding until May 1, 1919."

This measure must now go before the House.

Senator Gore, the author of the amendment, explained it was introduced for the purpose of "minimizing the mischief" already done by price fixing, which, he declared, was foredoomed to failure and always had brought disappointment and sometimes disaster. The wheat price, he said, was a "perfected specimen of human folly."

WE MUST not forget that it was the disgraceful incompetence of the Fuel Administrator that resulted in fuelless days and idle industry.

## Price Fixing.

WHEAT PRICE FIXING has been an abject failure.—Senator Nelson.

I AM OPPOSED TO PRICE FIXING; but if the price of wheat is fixed, cotton prices should be similarly dealt with.—Senator Gallinger.

THE ATTEMPT of the Food Administration to set aside the law of supply and demand has been an economic failure and even a war does not justify it.—Henry G. Wallace, Mar. 15, before Senate Com'te on Agriculture.

WHEAT at a higher price is a great deal better than no wheat at all. The object of the Food Control Act was to fix a minimum price and then let the question of supply and demand determine as to what the farmer would do in regard to planting.—A Senator.

WHAT we have been doing to the farmer up to this time is to take his market away from him, fix his prices, upset all his calculations and leave him at the mercy of abnormal conditions made worse by the abnormal acts of some abnormal men.—Senator James Reed.

If the government would permit the law of supply and demand to control, or would guarantee farmers a profit of 10% on products as it does some of the big munition plants, there would be an abundance of meat and wheat for America and the allies within 1 year, without meatless and wheatless days.—Seth J. T. Bush, pres. New York Horticultural Society.

"WE CAN'T change the laws of supply and demand any more than we can change the tides, but, of course, we can dam the waters back for awhile," Dr. G. P. Warren, of Cornell University, told the Senate Agricultural Com'te. He said further that fixing prices for foodstuffs had resulted in a decreased production which threatens to be serious. Figures were presented to show there has been a decrease in the production of every food commodity which has been subject to fixed price or control and increase in those for which there is no fixed price.

## Price Fixing Board Organized.

A price fixing com'te was selected by the Council of National Defense and announcement of its personnel made Mar. 19. This com'te is a subsidiary of the War Industries Board and will pass upon prices for all basic raw materials purchased by the government. It also will work out a price fixing policy to be approved from time to time by the President.

The organization will be quasi-judicial for the purpose and will be in continuous session, thus preventing delay.

Robert J. Brookings, of the War Industries Board, is chairman of the com'te. The membership includes: Brig. Gen. Palmer E. Pierce, Surveyor General of Supplies for the War Department; Paymaster John Hancock, of the Bureau of Supplies and Accounts of the Navy; Fuel Administrator Garfield; F. W. Taussig, chairman of the Tariff Commission; W. J. Harris, chairman of the Federal Trade Commission; Hugh Frayne, of the War Industries Board; Bernard M. Baruch, chairman of the War Industries Board, and another civilian member to be appointed later.

## Tom Morrisson Passes On.

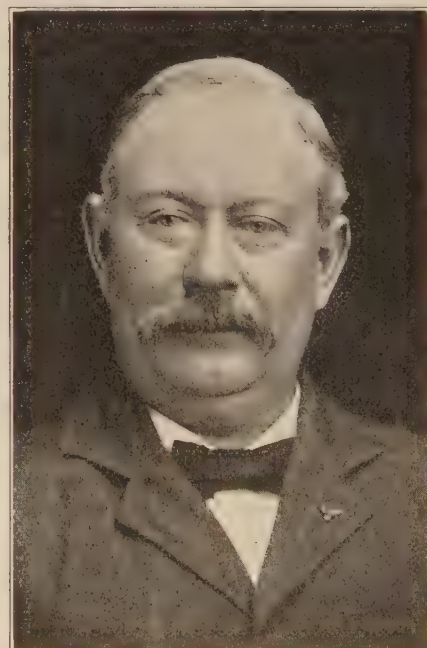
Thomas A. Morrisson, the senior member of the firm of Morrisson & Thompson of Kokomo, Ind., ex-president of the Indiana Grain Dealers Ass'n, long a director and a member of the Executive Com'te of the Grain Dealers National Ass'n and a director of the Grain Dealers National Mutual Fire Ins. Co. from its beginning, has passed to his final rest. Altho Mr. Morrisson had not been well this year he did not consider his trouble serious enough to go to the hospital until early in March, when he went to the Methodist Hospital in Indianapolis, where he died of uremic poisoning March 16. The funeral services being held in his commodious home at Frankfort, grain dealers serving as pallbearers. His father was a civil war veteran and a pioneer of Clinton county.

Tom started in the grain business with D. F. Allen at Frankfort when a mere boy. Later he traveled for Paddock, Hodge Co., and introduced the buying of corn "to arrive cool and sweet." About 1896 he organized the firm of Morrisson & Thompson with headquarters at Kokomo, Ind., and ever since has successfully operated a number of elevators along the Clover Leaf in Indiana and Ohio. He also was interested in the Iron Elevator at Toledo.

Mr. Morrisson is survived by his widow and one daughter.

Tom Morrisson was not only a loyal supporter of the grain trade's organizations, but an earnest worker. He thoroly enjoyed the trade conventions, where he greeted everyone as his friend, and the warmth of his greeting proved his deep esteem for his brother dealers. He will be greatly missed especially at the gatherings of the Indiana and the National Ass'ns.

WE ARE always glad to get the Grain Dealers Journal and do not want to miss a copy. We think it very helpful in the grain business, as it keeps us posted on the various questions that come up from time to time.—The Leesburg Grain & Mfg. Co., Leesburg, Ind.



Thos. A. Morrisson, Kokomo, Ind., Deceased

## Bulk Handling in Pacific Northwest.

The effort of farmers and grain dealers in the Pacific Northwest, especially in the states of Washington, Oregon, California and Idaho, to perfect methods and facilities for handling their grain in bulk and to do away with the expensive and unsatisfactory grain bag seems to be meeting with considerable opposition on the part of certain agencies, but it is not probable that this opposition will be successful in wholly retaining the inefficient and burdensome bag handling.

A letter addressed to county farm advisers in California by B. H. Crocheron, of the University of California, directs the advisers in their official relations with farmers to advise against the building of elevators. The reasons given for issuing these instructions are based largely on a request said to have been made by representatives of the Food Administration Grain Corporation that the college of agriculture do not further the bulk handling of grain at this time because it is inexpedient to make the necessary changes during war time; and that the Grain Corporation and grain dealers expect to make a large allotment for the price of sacks so that bulk grain will sell at less than sacked grain and that even tho the price of sacks be high there would still be a large loss to the farmer if the grain is handled in bulk and the lower price made effective.

All of this sounds strange when it is remembered that the purpose for which the Food Administration and the Food Administration Grain Corporation were organized includes the desire to effect more economical distribution of the grain crops of the country; but it is not at all strange that a Food Administration which already has thrown overboard so many trade practices that are of recognized value should, for the sake of consistency if for no other reason, discountenance the elimination of methods known to be inefficient.

What, in any case, does the Food Administration or the Grain Corporation have to do with the adoption of bulk handling methods at country points? Obviously this is a matter which only the farmers and the grain dealers should have a voice in, and just as Kaiser Bill will find himself unable to hold back the march of democracy, so will the friends of bag handling find themselves overwhelmed by the situation that will arise when those who are most vitally interested come to know the superiority of bulk handling over bag handling methods.

And this knowledge is certain to come, because at scattered points where the farmers and dealers have the courage to act according to their convictions elevators are being built, and those communities which hold back this year will not be willing to go into the harvest season of 1919 with the same heavy handicap that will make itself felt when the 1918 crops are gathered. A good elevator, and by that term is meant an elevator designed and built by a man or organization that knows how properly to design and build an up-to-date grain handling plant, will quickly effect a saving over the cost of bags sufficient to repay the cost of the house, and subsequent savings will be a clear gain that formerly has gone to maintain the expensive grain bag and its friends.

But it must be remembered that only a good elevator will do these things, the

mongrel products of the inexperienced builders will save nothing.

## Hauling Grain with a Caterpillar.

The same mechanical idea which is being employed effectively by the allied armies on the western front as they ride over German trenches and the craters left by exploding shells is being used by the farmers of America to haul to market the grain which, no less than the rain of bullets poured out by the machine guns in the tanks on European battlefields, is assisting in the task of winning the war.

For the photographs which are reproduced herewith we are indebted to H. E. Thomas, city editor of the Portland Oregonian. They were taken in the vicinity of Wasco, Ore., where the land is of a rolling nature, and where the roads are in excellent condition at the harvest season. The large tractor, the cab of which much resembles a house, is hauling 200 sacks of wheat. This is approximately 400 bus., and at present prices would be worth about \$800.

DELAY OF A MESSAGE caused a loss of \$567.92, for which E. W. Dittes and Carlisle Hastings got judgment against the Western Union Telegraph Co. It directed the sale of 6,500 bus. of wheat. The price dropped from \$1.55 to \$1.47 a bu. during the time the message was delayed.

## California to Handle Grain in Bulk.

A meeting of the grain handlers of eight Sacramento valley counties was held at Willows, Cal., Mar. 5 and, after brief discussion, it was decided to provide facilities for handling grain in bulk.

This action was taken notwithstanding the voiced opposition of the Food Administration Grain Corporation, which argued against the change on the ground that bulk handling would entail increased labor charges. This was met by a statement from the Sperry Flour Co. that with proper bulk handling equipment the labor of two or three men would be saved on each combined harvester and that seven to eight less men would be required at each warehouse.

A second objection raised, viz., that the adoption of the bulk handling plan would involve much expensive new construction work, not advisable in war time, was met by William Durbrow, who stated that additional facilities must be built to handle this year's crop and that they should be constructed in the form of elevators rather than as warehouses for bag storage.

At the conclusion of the meeting the delegates met and organized the Sacramento Valley Bulk Handling Ass'n. The directors of the association represented by the Farm Buros of the eight counties are:



Caterpillar Tractor Hauling Sacked Grain at Wasco, Ore.

Glenn: E. E. Behr, A. E. Lindstrom, Andrew Kaiser.

Colusa: J. L. Mendenhall, J. J. Morris, Frank Kilgore.

Yolo: E. A. Bullen, C. F. Day, Albert Schaad.

Tehama: E. L. Sisson, G. Godbolt, J. Benson.

Shasta: William H. Logan, Charles Storey.

Butte: S. C. Bennett, E. C. Moore.

Sutter: R. L. Morehead, F. H. Bennett, J. G. Onstadt.

Solano: T. A. Kilkenny, Aubrey Collier, J. H. Rice, Harry McFadyen.

TOLEDO THINKS the proposed changes are too radical and would be injurious rather than beneficial. Two red should not allow fifteen per cent moisture. That is what caused the trouble in 1915. Ask Chicago. That's what caused the demand for government grades. Fifteen per cent moisture would lead to serious trouble on any wheat carried in elevators. Fourteen per cent would be high enough and would require turning. We speak of this section, not the southwest. Why encourage rye mixing? Think of the milling value. Encourage the farmers to secure good results. Then pay them accordingly.—C. A. King & Co.

### Concrete Elevator at Logan, Utah.

The reinforced concrete elevator of the Vitamin Co., at Logan, Utah, which is shown in the engraving herewith, has a large storage capacity at small cost, the result of using a few bins of comparatively large size.

The four cylindrical reinforced concrete tanks are 28 ft. in diameter and 80 ft. high, with an interstice tank taking up the intermediate space. On account of the ground water being close to the surface the foundation is high, and the lower part of the conveyor tunnel is protected against dampness by the use of hydrated lime. The tunnel is 6x8 ft. and runs along the central axis of the plant, with a 12-inch screw conveyor fed by spouts and four 9-in. screw conveyors.

The tanks are spaced far enough apart to form a partial inclosure of the working house, which is of frame construction, the wood studding being covered with a rich cement stucco on wire lath. The storage capacity of the plant is 200,000 bus.

The working house contains two elevator legs, Eureka No. 406 Separator, Richardson Automatic Scale, 7-inch 8-duct Hall Signaling Grain Distributor,

cleaner bin, power shovel, continuous belt man elevator and dust collector.

The power shovel unloading cars is operated by a 5-h.p. electric induction motor. From the hopper of the car sink the grain is elevated by a leg having a 14-inch belt into a bin, 4x4x5 ft., in the cupola. From the bin the grain is spouted to the cleaner, driven by a 10-hp. electric motor, running 1200 r.p.m. The clean grain discharged from the separator is elevated by the short leg to the top of the cupola once more, into the receiving hopper over the automatic scale, rated at 1500 bus. an hour.

To avoid unbalanced side pressure on the tank walls when emptying spouts are extended up into the tanks above the bottom to a point near their centers, and when the grain has sunk to a level even with the spout inlet the remainder of the grain is taken out of bin bottom by the 9-inch screw conveyors. All these 4 lateral screw conveyors discharge into a main 12-inch screw conveyor 46 ft. long, driven by a 5-h.p. three-phase motor, chain connected. From this main screw conveyor the grain is elevated by leg No. 1 to the Richardson Automatic Scale and the car loading chute thru the same sequence of operations as when filling the tanks, except that in discharging the cleaner it by-passed.

The motors operating the cleaner and the elevator leg, being in the upper part of the house, are controlled by switches on the ground floor. The current for the motors is supplied by a power and light company. The plant was designed and constructed by Villadsen Bros., Inc.

### Demurrage on Fuelless Mondays.

The Interstate Commerce Commission has ruled that the fuelless days designated by the Fuel Administrator may not be considered legal holidays as that term is used in the demurrage code.

A particular shipper's understanding of the Fuel Administrator's order is not conclusive, as different shippers may construe the order differently; and that in cases where power or heat derived from fuel is necessary and customary for loading or unloading property, cars arriving and set for loading or unloading on Jan. 18 should be treated exactly as the set for loading or unloading on Jan. 23. In other words, in the circumstances of these cases, no demurrage charge should be assessed.

Demurrage charges should be collected on shipments to industrial concerns which failed to load or unload cars because it is alleged they were prevented by the Fuel Administrator's order from using locomotives for inter-plant switching, the Commission does not consider that there was any prohibition upon the plant locomotives from using power where necessary for loading or unloading any more than there was a prohibition against the use of locomotives for general railroad business.

Storage charges should be assessed on less-than-carload freight not moved because the industry ceased operation on the fuelless days as the result of its interpretation of the Fuel Administrator's order, or the instructions of the local Fuel Administrator.

FOR SELLING wheat flour without substitutes, Peter Lamp, a grain dealer of Mapleton, Ia., was penalized \$150 by the Iowa food administration Feb. 26, the money to go to the Red Cross.



Concrete 200,000-bu. Elevator of Vitamin Co., at Logan, Utah.

### War Affecting the Grain Trade.

DETAILS of an arrangement for the purchase of cereals by Sweden now are being perfected between that country and the allies.

SWITZERLAND has lost another cargo of grain; the steamer *Sterling* loaded with grain colliding with another vessel and going down.

BREAD RATIONS of German soldiers are said to have been reduced 10 ounces a week on account of the food shortage in that country.

WHEAT FLOUR from Australia reached Philadelphia recently when the Danish steamship *Delagoes* docked with a cargo ground from wheat grown in southern Australia.

### Working for Others.

At the meeting of the board of directors of the Illinois Grain Dealers Ass'n, in Chicago March 7, E. B. Hitchcock tendered his resignation as sec'y. This was accepted with mixed feeling of satisfaction and regret; satisfaction because the man who had served the grain dealers so well had been accepted for service by Uncle Sam, regret that the organization should be deprived of the activity and the members of the association with one who had given such faithful and highly satisfactory service since May, 1915, when he was appointed temporarily to take over the office vacated by the death of Samuel W. Strong.

Mr. Hitchcock received his commission as Captain in the National Army and will report in Washington for duty March 25. His successor has not yet been selected. His many friends in the trade regret his going and their good wishes will accompany him in all he undertakes. In his new environment as in the past he will be working for others.



Capt. E. B. Hitchcock, U. S. A.

IN RULES governing the corn milling industry it is stipulated that any licensee engaged in buying or selling "Corn, oats, barley or rye shall sell such commodities

RESIGNATION of Major General Hoefer, food minister for Austria, has been accepted by Emperor Charles. Dr. Ludwig Panel has been appointed to succeed to the position.

FARMERS subject to draft will be permitted to finish work on this year's crop, altho their draft numbers are reached; is the substance of an order issued by Adjutant General Dickerson March 18.

NINE STEAMSHIPS belonging to the American Line and the American Transport Line may be taken over by the government, and if they are passenger service to England may cease. Aggregate tonnage is 113,000 tons.

SWITZERLAND demands payment of an indemnity by the German government for the destruction of the grain steamer *Sardinero* by submarine Feb. 26. The *Sardinero* was carrying 3,000 tons of wheat from the United States.

THE FOOD ADMINISTRATION is requesting millers and grain dealers to report the names of farmers having wheat, stating their address, amount in stock, nationality and general attitude of the farmer, particularly his reason for holding.

INSURANCE RATES on hulls and cargoes passing thru the war zone were reduced from 4% to 3% and the rate on officers, masters and crews of merchant vessels from 50c to 25 per \$100 of payroll. Reductions became effective March 19.

GRAIN STOCKS in Bavaria are sufficient for one month less than estimated a short time ago, due to difficulties in transportation. No hope is expressed of relief thru shipments from Ukraine, said Herr Brettreich, minister of the interior.

GERMAN SUBMARINES have captured one of the largest Gothenburg steamers, the *Princess Ingeborg*, which had the promise of a safe voyage to Holland, to which country she was bound with a cargo of grain for the Belgian Relief Commission.

AN AGREEMENT is said to be pending between the allies and Switzerland by which the inland republic will receive 100,000 tons of wheat and corn and 50,000 tons of oats, the wheat to go forward during April and May and corn and oats later.

IN DIVIDING the Ukrainian grain spoils it has been agreed that Austria shall receive two-thirds of the grain available during the first half of the period to July 1, after which the division shall be reversed and Germany will receive two-thirds of it.

FLOUR OUTPUT of the Minneapolis mills for the week ending Mar. 16 was 95,485 barrels, against 332,600 for the corresponding week of 1917, and 403,000 in 1916. The demand for flour is greater than ever but price fixing has failed to supply the mills with raw material.

SOUTHERN ILLINOIS agricultural and milling conditions are to be studied by a special representative of the Food Administration. Elevators and mills claim to have thousands of bus. of wheat on hand but having ground their allotment have been forced to close. Farmers in that section, says Representative McCormick, unable to get mill feed or corn feed, are feeding their wheat and are threatening to reduce their wheat acreage and the number of hogs and cattle fed unless the Food Administration alters its policy.

GRAIN was one of the spoils falling to the victors when Germany overran Roumania. Since the occupation of the kingdom Germany has received 630,000 tons of grain, including corn, and Austria-Hungary 756,000 tons, the division being made on a basis of the needs of the central empires.

GRAIN PRICES for 1918 crop have been set by the English Food Controller for the United Kingdom. Prices of the principal grains are: Wheat, 75 shillings for 504 lbs. (\$2.19 a bu.); barley 65 shillings per 448 lbs. (\$1.67 a bu.); oats 46 shillings 3 pence for 336 lbs. (\$1.05 a bu.) with higher prices for oats suitable for milling.

BUILD UP stocks in the terminal elevators. That will help to stabilize prices. It will accommodate farmers when they have the time and wish to sell. It will furnish a supply when farmers are busy. Present system of handling the wheat crop has its faults. It was a new war measure and can be improved.—C. A. King & Co.

LOCAL FLOUR shortage in Texas forced the Federal Food Administrator Mar. 19 to cut the allowance to 6 lbs. for 30 days per individual. The F. A. erroneously ascribes this shortage to poor transportation facilities, whereas the fact is dealers were not allowed to accumulate sufficient stocks when the flour and transport were available.

DECEMBER CLEARANCES from all United States ports as reported by the Bureau of Foreign and Domestic Commerce were 2,966,689 tons of shipping, against 3,767,399 tons in December, 1916, showing a decrease of 800,000 tons, or 21 per cent, much of which was due to the failure of the Fuel Administrator to provide bunker coal. The vessels entered during December were 3,291,444 tons, against 3,956,277 tons.

UNCLE SAM has requisitioned or has under contract to be built 1,557 vessels of a deadweight tonnage of 9,260,017 tons. Of this tonnage 1,225 vessels of aggregate of 6,941,850 deadweight tons are building or contract has been let for their construction, leaving 332 vessels under requisition with a total deadweight tonnage of 21,318,167 tons. This information was prepared by the statistical department in the executive and administrative division.

THIS POLICY of the Food Administration tells us one day that there is wheat that can not be moved and that the railroads are to blame, and the next day when the cars are tendered back away from the proposition and then assigns as the cause of the wheat shortage that the wheat is not in the country when everybody knows that there has been less wheat shipped abroad than has been shipped in normal years.—Senator Jas. Reed.

"WE HAVE had about 750,000 bus. fire proof storage at Fort Worth idle since May, 1917. At no time have we had over one-third of our capacity in use, and we feel that this condition was brought about by two or three regulations of the Grain Corporation that we do not believe were the least bit helpful, but, on the other hand, hurtful. We think we are loyal; we have tried to do our part in supplying money, material, and men for the government, but we dislike to be restricted in the operation of our facilities, when we know that they could have been used to good advantage by the government, if not by ourselves."—Jule G. Smith, pres., Ft. Worth Elevators.

WE RECOMMEND that the food administration issue immediately a plain and unequivocal statement of its policy toward agriculture. Whereas, unless the government adopts at once a strong and unequivocal agricultural policy, nothing but a season much more favorable than normal can prevent a food shortage bordering on famine. We feel that the food administration is overemphasizing the importance of food saving and overlooking the much greater importance of food production. No amount of saving can make up for a partial failure of the work of production.—Illinois State Farmers Institute.

## His European Tour.

A cryptic description of a three years' "Tour of Europe," beginning Nov. 1, 1914, and ending Nov. 1, 1917, is furnished by H. Murray Cameron, Calgary, Alta., who for the last ten years has been identified with the grain trade of that section. The story supplied by Mr. Cameron is typical of the mental attitude of the boys who have been "Over There." Here it is:

On Nov. 1, 1914, I resigned my position as manager for the Cummings Grain Co., Ltd., and enlisted in the infantry as a private. Sailed for overseas February, 1915. Was promoted at short intervals through all the noncommissioned ranks and in September, 1915, was granted a Captaincy. In November, 1916, of same year was gazetted as D. A. A. & Q. M. G. (Deputy Assistant Adjutant & Quarter Master General) of Canadian Training Division, Shorncliffe. Vacated this appointment in April, 1917, and proceeded to France in May, returning to England the following month and, in October, to Canada and placed on the Reserve of Officers. On Nov. 1, 1917, exactly three years from date of enlistment, accepted position as Calgary manager for the Vancouver Milling & Grain Co.

This cold, bare recital of facts and dates is the story of one man's participation in the war for humanity. Those of us who have not "been over there" are not qualified to put flesh on this skeleton of facts and those who have seem to have little inclination to do so.

Mr. Cameron in the uniform of a corporal private is shown in the engraving, the picture being taken on the eve of the departure of his regiment from Quebec.



Corp. Murray Cameron, Calgary, Alta.

## Adequate Lightning Rod Protection.

Grain elevator fire losses are a heavy burden to the industry. Money paid by insurance companies to cover such losses compensates, in part, for the value of the tangible property destroyed. It does not pay interest on the capital rendered idle, or for loss of profits through inactivity or the disintegration of a going business.

That which is popularly called lightning is responsible for more elevator fires than any other two causes, according to the experience of the Grain Dealers National Mutual Fire Insurance Co. for the years 1903 to 1917 inclusive. Elevators that have adequate lightning rod protection are seldom if ever damaged in any way by these natural electric forces which are called lightning.

Adequate protection calls for means over which electric energy of the earth's surface may pass, or be passed, to the upper atmosphere. It consists of metal bedded in permanently moist earth, of continuous metal cables from the permanently moist earth to the highest reaches of the buildings, there terminating in points from which the electric energy will "drop off" into the upper air.

Going back over this specification it will be noted that in part it would serve as a description of a water system which has a ground terminal or connection in permanently moist earth, which passes through many parts of a structure but which, of course, is not provided with air terminals. Adequate protection means to connect the water pipe with the lightning rod system, so the latter may receive or pass off electric energy. If this is not done, the pipes being an excellent conductor because of their great surface area, may prove a road offering less resistance than the cable and the result will be a side flash from cable to pipe, friction sparks and probably a fire.

All masses of metals in a building, with the possible exception of the gas pipes, should be connected with the lightning rod system. In an elevator provision should be made to connect scales, metal machinery and other metal masses, including power plant equipment, with the lightning rod system. Frequently a mass of metal in an elevator is thoroughly grounded but is not provided with air terminals and the result, in case of a stroke, is a side flash. Or the electric energy may disregard the intervening substances of roof and floors and makes a direct hit, in which case there probably would be a fire.

Metal roofs and siding on an elevator if used instead of cables should be properly grounded, securely connected at the eaves, provided with air terminals, and means provided to connect up any mass of metal in the plant. This system is being employed by a number of builders and if the work is done in the right way, adequate protection is given.

Too much stress cannot be laid on the fact that electric energy does follow the path of least resistance and that the shell of a building affords no protection in the event this uncertain visitor elects to reach the earth over masses of metal inside the structure. In such cases there will be a direct hit, as the gunners in Europe love to exclaim, tremendous heat and almost without fail a fire will be started.

A small amount invested in lightning rod protection will insure your property at a very low premium and if the allowance made by the insurance companies be taken into account, in the course of a very

few years the original cost will be wiped out entirely, but you will continue to receive the lower rate on your fire insurance.

Viewed from any angle it would seem to be the part of wisdom for the elevator operator to make such an investment.

FOR VIOLATION of the rule requiring the sale of substitutes with all purchases of wheat flour, the license of the Mount Morris Co-operative Elevator Co., Mount Morris, Mich., has been revoked by the Food Administration. The revocation became effective March 2.

## To Fly for Uncle Sam.

That great magnet "Over There" is calling to the best in men and for the best of them. Youth looks with eager eyes to France and longs for a part in this the world's greatest adventure. That was the view of Neil J. Allinger, the only child of Mr. and Mrs. L. C. Allinger, Delphos, O., who last week passed through Chicago en route to San Diego, Cal., where he will enter Uncle Sam's aviation camp.

This birdman who shortly will unfold his wings was graduated from high school in 1917. His first flight from home will be a literal not a theoretical one. The aviation service is asking for superb young bodies, with pliable muscles, guided and controlled by keen minds, which it transforms into masters of the air and of speed therein.

It was Mr. Allinger's wish that his son learn the grain business in which he is engaged and that on leaving school he identify himself with the business of Allinger & Leibach of which Mr. Allinger is one of the organizers. That dream of son succeeding father was reluctantly put aside and consent given so the young man, who is under draft age, could enlist as one of Uncle Sam's future birdmen.



Neil J. Allinger, Aviator, U. S. A.

## Suffocation Due to Decomposition of Corn.

The suffocation of the bin foreman of the new reinforced concrete Public Elevator at New Orleans and the overcoming of two other employees in an attempt to rescue him from an 80 ft. bin half filled with corn brot the grain trade, and especially the operators of concrete plants, face to face with a new danger. Men have been suffocated in grain bins before, but not until they were covered with grain. The unusual accident attracted wide attention and everyone expressed deep interest in the cause.

Supt. Sanford of the Public Elevator also being anxious to know the nature of the insidious danger lurking in his bins called in Herbert M. Shilstone, Dr. P. H., Fellow of the Chemical Society, London, who after careful investigations and tests reported as follows:

Mr. C. F. Sanford, Supt.  
Public Grain Elevator,  
New Orleans, La.

I desire to make the following statements covering my inspection of the bins and interstice bins, particularly of the interstice bin known as B2, which are located in the Public Grain Elevator, Head of Bellecastle Street, New Orleans.

On Friday, Feb. 1st, I conducted an investigation which was to determine the character of the gas or air contained in Interstice Bin No. B2, which investigation was for the purpose of discovering the cause of death of an employee, which took place on Thursday, Jan. 31st, and the partial asphyxiation of two other employees at the same date.

I found that this bin, which is approximately eighty feet deep, was approximately one-half full of corn. This corn had been unloaded on Dec. 20th, 1917, and had remained in this bin untouched for a period of forty days. I was informed that this corn was received in a very badly damaged condition and that when it had been classed by your inspectors it had been rated at "Sample White Corn, 68% heat burned." This corn had been passed through the dryer of the elevator and the moisture contents had been reduced to approximately 14%.

I understand that on Thursday, Jan. 31st, an employee of the elevator was sent into the bin for the purpose of securing a sample of the corn. I also understand that this is not an unusual action and that under ordinary conditions, no disastrous results were to have been expected in connection with this sampling. I further understand that when the employee had been lowered into the bin to a depth of approximately twenty feet, he indicated to his companions above that there was an unusual condition existing and asked to be brought up out of the bin. This was promptly attended to, but unfortunately he was unable to retain his hold on the saddle and fell to the bottom of the bin, it being impossible to rescue him before death took place. Two other employees endeavored to save the first party, but were unable to withstand the conditions existing in the bin and themselves were overcome in a more or less degree.

In conducting my investigation, I lowered a hose into the empty portion of the bin to a depth of approximately thirty feet. There was attached to the end of the hose which projected from the end of the bin, an aspirator and a gas holder. The aspirator was first used to remove all the normal atmosphere from the hose for a period of five minutes, then the contents of the hose was aspirated into a water sealed gas receiver and a sufficient sample obtained for analysis. The gas was then taken to my laboratory for examination. An analysis of the gas showed as follows:

Carbon Dioxide .....	8.00%
Oxygen .....	1.90%
Carbon Monoxide .....	0.20%
Nitrogen .....	89.90%

It was noticed while making this analysis that the Carbon Dioxide was being rapidly absorbed by the water contained in the gasometer and therefore, I thought it best to perform the analysis at the elevator so as to use fresh gas which would have the same composition as that contained in the bin.

In making the analysis at the elevator, the gas burette was connected directly to the exit tube from the bin. The gas in the bin was aspirated through the burette for five minutes to insure the collection of a pure sample and the analysis was made

on this fresh sample with the following results:

Carbon Dioxide .....	10.00%
Oxygen .....	1.80%
Carbon Monoxide .....	0.20%
Nitrogen .....	88.00%

In addition to the above analysis, a careful examination was made of some of the grain which was contained in the bin and it was found that there existed an unusual large amount of a mould or fungus growth, but no attempt was made to identify the particular race of this organism as such knowledge would have been of no value, this organism having no particular effect on the feeding value of the grain in the quantity present.

In co-operation with yourself, we had all the bins and the interstice bins, which include every bin and interstice bin in the elevator, examined, no regard was paid as to whether the bin contained grain or was empty, for the purpose of determining whether any other bin was in this dangerous condition. The examination was carried out by the use of canaries which were lowered in each bin and allowed to remain close to the bottom of the vacant space for a period of approximately three or four minutes. No discomfort was noticed among the birds in any of the bins tested except in B2, the particular bin under examination. In making this test on the particular bin, we desired to demonstrate that a similar condition existed at that moment as existed at the time of the death of the employee and the following method was pursued in making this test.

The bird was lowered to a depth of approximately five feet, held there for a short time and withdrawn. No evidence of discomfort was evinced. The bird was then lowered to a depth of approximately ten feet and withdrawn. Again no evidence of discomfort was shown. It was intended then to lower the bird to a depth of approximately fifteen feet, but at a depth of about twelve or thirteen feet, the bird was overcome, which it showed by falling from its perch, extending its wings on the bottom of the cage and struggling apparently for breath. The bird was rapidly withdrawn and revived.

### CONCLUSIONS.

The cause of death of the employee and the overcoming of two other employees was due:

First. To the presence of 10% of Carbon Dioxide.

Second. To the presence of 0.2% of Carbon Monoxide.

Third. To the absence of oxygen.

The cause of the presence of the abnormal atmosphere contained in the bin was due to decomposition of the corn in the bin, whereby Carbon Dioxide was given off and at the same time a portion of the oxygen contained in the bin was consumed by the moulds which were found to be present to an abnormal amount.

The decomposition of the corn was not a normal one, that is to say, it did not proceed along the ordinary lines of fermentation. This was proved by the fact that it did not show evidence of heating in the bin and further the decomposition and production of Carbon Dioxide was a very slow process. This was demonstrated by the fact that during the forty day period of storage, operators had previously entered the same bin for the purpose of securing samples of the corn, at which time no injurious effects had developed.

During the decomposition of the corn and the production of Carbon Dioxide, a gas heavier than air remained in the bin and gradually displaced the upper atmosphere. The construction of the bin is so perfect as to prevent any leakage of air from same and therefore, there being no draft through the compartment, this poisonous gas remained as it was generated.

Respectfully submitted,  
Herbert M. Shilstone, Dr. P. H.

"THIS FOOD control is partly a folly, partly a sham, but it is altogether a crime against the public, and especially the poor. I say it has raised prices. I say it has hoarded stocks. I say it has created artificial as well as real scarcity. I say it has profited. In addition to the excessive food taxes so unwisely levied by Parliament it has imposed charges on food which amount to illicit taxation. I say it has wasted public money. I affirm, and about this there will be no dispute, that it has been a blundering, ineffective and costly administration.—Edmund Burke, wholesale grocer, London, Eng.

## Why He Couldn't Go.

In his younger days Jim Gerry was a rhymester. Later he invested in an elevator and became a grain dealer. Bill Thurman was the chum of his boyhood days and when these two met accidentally when spring was in the air, their thoughts naturally turned to the idea of celebrating in an appropriate manner.

"Tell you what we'll do," said Bill. "I have a car out here and we will take a spin into the country and find out if Dame Spring really is in commission."

"Commission! commission!" Jim repeated. "Say, that reminds me this is the day I report to the Federal Trade Commission."

"Well, I'll drop around later, pick you up and we'll have a go at golf. It's the greatest recreation ever invented."

"I had forgotten there was any other word ending in 'tion,' except Food Administration. After I get through with that Trade Commission report I must make one out for the Food Administration."

"How about a little drink? There is a bar . . ."

"That reminds me I neglected to file a report in duplicate on the cars I ordered and did not get, and those I want. Now if I had the car I ordered day before last week, the one I loaded a week ago and the one I hope to get I would have three lined up for loading."

"Take a recess for one afternoon, man. Let's get out and . . ."

"Recess, your grandmother. I am trying to figure excess earnings so I can report my income taxes."

"Doing it yourself?"

"Yes."

"Know what you are doing?"

"Groping in the dark like several million other fellows. It's the greatest puzzle in the world and the biggest puzzle of all is that they say there is an answer for it. If there was no solution it wouldn't be a puzzle, of course."

"Sure. How about a visit at the club tonight?"

"Club rhymes with dub and we have a world of dubs working out the various changes proposed in the tentative wheat grades. I take a few hours off every night to tell myself what I think of them."

"You see," he continued, "in the old days a fellow went into business and gave it such attention or such part of his attention as was necessary to make a success of it. Now, in the grain business at least, he puts in most of his time making reports to various Buros, Commissions, Administrations, the Internal Revenue Department, the Railroad Buros. In fact an interminable system of reporting and accounting takes up our time to the practical exclusion of business affairs, social or civic life."

"Such vast quantities of red tape are being wound around business that very soon it may be reduced to the condition of a mummy and be given about as much freedom of action."

"But it's all in the way of winning the war," said Bill.

"That is what we thought at the start, but is it? Is all this accounting, probing, changing, investigating, buroing; all these commissions, administrations and whatnots really needed? Laws do not make thieves honest. Why could they not have told us what was expected of us, then checked up occasionally to find out if we were coming across with the goods? If laws will not make a man honest it will not

make him patriotic, but laws, at least the laws of fiat now going forth, do make endless trouble. They create a burocratic condition that American business never has tolerated. With American business men on their toes and ready to do wonders they find their activities restricted by endless miles of red tape.

"In your condition a man should have a drink, anyway," suggested Bill.

"Couldn't think of it," replied Jim. "I just remembered that I had overlooked reporting to the Buro of Markets on the condition of corn, that is almost corn juice as it stands. So long."

THE FARMER has every reason to be dissatisfied with price fixing at Washington, because the object aimed all the time seems to be the lowest possible price for the products he has to sell, without any corresponding effort to limit the price of the articles which he is compelled to buy. If the food administration and Pres. Wilson believe that the fixing of a price which is relatively low for wheat will result in an increased production of that cereal they face disappointment. We stand to lose this war through failure to produce sufficient food to maintain ourselves and our allies, unless the Washington government can be made to realize that there is a human limit to what the farmer can do and that that limit has been reached already.—*Orange Judd Farmer.*

## Odessa Wheat for Germany.

How much wheat fell to the central powers when German troops restored (?) order in Odessa?

That is one of the questions about which the political and industrial worlds have been speculating ever since Russia's great Black Sea port was benevolently assimilated. Germany is credited with having frugally picked up everything of value that could be transported, loot in Russian territory—occupied since the signing of a German made peace—having reached the tidy value of \$2,000,000,000.

Interest in Germany's peaceful conquest of Russia centers in the acquisition of foods, now of greater value to all the belligerents than any other resource.

Odessa is the great Black Sea gateway through which vast quantities of wheat and other grains have moved to the world's markets and also where wheat has been concentrated for redistribution to other parts of the country. From exaggerated statements appearing in press dispatches it has been given an importance not justified by facts.

In 1913 Odessa imported 18,731,000 bus. of wheat and exported 63,836,000 bus. War interfered with trade during the latter part of 1914, for which year the imports were 8,815,000 bus., exports 25,948,000 bus. There were no exports after 1914, but Odessa imported 6,456,000 in 1915, and about 6,000,000 bus. in 1916 for local distribution.

Production of wheat in southern Russia has decreased steadily since the war started, but authoritative information on production has not been available. General conditions warrant the assumption of a tremendous decline in acreage planted to wheat. Under conditions which have prevailed since the war began it is difficult to find any incentive for accumulating stocks of wheat beyond the local requirements which the market could supply. One authority goes so far as to hold that unless the Russian peasants can be induced to plant spring wheat in the Black soil districts, the great territory of which Odessa is the center will face starvation next fall.

A study of the accompanying illustration will disclose the manner in which Odessa received wheat from inland points. Wheat stocks are shipped by boat down the Dneiper and Dneister Rivers, unloaded at a point distant from their outlets into the Black sea, and carried overland by ox-teams to Odessa, the great Black Sea shipping point. Wheat produced at points closer to the city also was carted in as here shown.

While the Black Sea cities have great storage warehouses, the grain largely is handled in bags. There is very little machinery for cleaning or conditioning wheat and because the Russian wheat is dirty and contains much foreign matter it usually sells at a discount in the world's markets.



Photo by Underwood & Underwood, N. Y.

Wheat Arriving at Odessa, South Russia's Great Wheat Shipping Port.

## Cleaning Grain at the Country Elevator.

By C. L. PACKARD, Elliott, N. D.

Ten years ago our wheat contained only a few fine seeds, some sticks and straws, all of which could easily be removed with a very ordinary fanning mill; but it was not long before the wild oat came and multiplied so rapidly that the old mill would not clean our seed grain properly. Then came cockle, wild peas, kingheads, and mixtures of grain, which made increased demands on our cleaning machinery, and now this has become a vital part of our business.

A few years ago dockage was considered of no feed value, but we figured we were saving considerable by saving the freight alone on it, and now it has great value, and the elevator company which gives this away is giving away a large part of what should enter into its profits.

Give your cleaner proper attention. You cannot start your cleaner at 7 o'clock in the morning and go and leave it until noon and expect to have good results. I think it is true that some cleaners are better than others, but I am sure that the more attention you give any cleaner the better results you will get.

We even save the dust from our cleaner by blowing it into a dust house large enough to contain one carload. This dust is just the same kind of dust and chaff that you see scattered along the track in front of most elevators that clean grain. It is not only dangerous to have it scattered around your elevator, but also very untidy, and is a material loss. One carload of this dust will bring you \$500 today. Worth saving, isn't it?

If you have an up-to-date elevator you will have a large number of bins, and then you can keep your wild oat screenings separate from your fine seeds, making both more salable. Then you can separate your fine seed screenings into four parts with a spiral mustard machine. I have a carload of mustard from this crop, and you all know what a carload of mustard is worth on the market today. You can make about \$2,000 in February, March and April in the seed business, at a time that is very quiet for the ordinary elevator company.

I do not return the farmer his screenings in threshing time at all, and not all of them even after threshing is over. However, when grain is moving slowly I do clean for the farmer at a charge of 2 cents per bushel and return the screenings to him. I find that it is possible to get satisfactory results only by returning the same screenings I take out of his grain. I determine the grade and dockage from the sample I secure as the grain is coming from the cleaner, and buy this grain just as I do any other.

It is too expensive for the farmer to install the best equipment for this purpose, and he is glad of the opportunity we offer him to clean his grain. Separating wild oats, cockle, barley, wild peas, etc., from wheat requires good machinery. We use a gang machine in combination with an apron oat machine for separating barley, oats and fine seeds from wheat, and charge 3 cents for this. Then we pass it thru our grader and cockle cylinders, which removes all the cockle, and separates it into four grades. We charge an additional 5 cents for this operation. We can deliver back to the farmer any or all of these grades as he chooses.

I have a miniature grader in my office which I use to make a sample separation on one pound of his grain. I weigh each grade and tell him the exact percentage of same, and then he tells me how much he wishes to keep for seed. It requires considerable time taking care of this part of the work, but I find that it is very satisfactory to the farmer. He knows what to expect and then we always try to come up to this standard.

**Cleaning Seed.**—Eight cents per bushel is a big price to charge for cleaning grain for seed, but it is up to me to prove to the farmer that he is getting value received. Of course the ordinary way would cost him 3 cents per bushel and the question is "Does it pay him to pay this additional 5 cents?" According to my records the average discount I have received for wheat on this crop has been 5 cents for cockle, and 4 cents for mixtures of barley in wheat or spring wheat in durum. If you sow one bushel of wheat you may reasonably expect to harvest on an average of ten bushels. Suppose you get 9 cents more for each of these ten bushels. This would make a gain of 90 cents. With this

condition it is not at all difficult to persuade the farmer that it pays to pay the 5 cents extra for this work.

There is another advantage in sowing plump seed grain. The following is the result of an experiment made by the Minnesota Experiment Station: For three successive years it planted nine plots of wheat with seed varying in plumpness. Seed of 40% plumpness gave an average yield of 23 bu. per acre; seed of 80% plumpness an average yield of 35 bu. per acre, a gain of 12 bu. per acre in favor of the plumper seed. This is worth considering, is it not?

## To Encourage Food Production.

Congress was asked to appropriate \$19,730,893 as a special fund to be used by the Department of Agriculture to encourage the production of food. The specific uses for the money are:

Prevention of disease in live stock, enlarging the production, conservation and utilization of meat, poultry and animal products, for which work \$1,269,655 is wanted.

A request is made for \$8,000,000 for "procuring, storing, and distributing seeds."

To increase food production by educational and demonstration methods thru field agents and sample crop planting a fund for \$6,100,000 is asked.

To gather information relative to demand, production and distribution of food supplies and for the publication and dissemination of market news, a request is made for \$2,368,956—a useless waste.

For the employment of specialists, additional agents, clerks, assistants and labor and for miscellaneous expenses the department asks for \$1,080,980.

If the socialists keep on extending the Government's activities all citizens will soon be needed to do its work.

## Car Movement Accelerated.

Demurrage rules now in force are not 100 per cent perfect, but they are accelerating the movement of cars. Because every shipper in the country is endeavoring to aid the administration in every way possible cars are being loaded, unloaded and reconsigned with greater dispatch than ever before.

Heavy penalties imposed by the demurrage rules of Feb. 10 have aided greatly in this work for they are a constant and strong reminder of the necessity for quick action on the part of shippers and receivers of freight.

Demurrage charges of \$3 a day for the first four days after the expiration of free time, of \$6 for the following three days and of \$10 a day thereafter are far too heavy for comfort or profit. The average plan is still in effect on cars set for loading but does not apply to cars placed for unloading, the maximum free time in such cases being forty-eight hours.

Reinspection subjects the receiver to a penalty in that it usually holds up the shipment for a day. Mistakes on the part of the state grain inspection bureau must be paid for by the grain trade, but these are about the only two ways in which the new rules are working a hardship on the grain trade. On the other hand grain is moving more freely and cars are becoming more plentiful now that it no longer is profitable to use them as warehouses.

The new rules have had the effect of speeding up the disposition of all cars now in service and of increasing their value to the business interests of the country. Part of this betterment is due to patriotism, part to profit or fear of the loss of profits.

## Elevator Observations.

BY TRAVELER.

DUST is the primary cause of dust explosions. That fact has stood out quite plainly as each new angle of the matter has been investigated, and as the agents of the Bureau of Chemistry extend their research work they find themselves constantly confronted by the truth that the elimination of dust will end dust explosions entirely. If dust be present in the elevator just two things are needed to bring about the explosion. These are: a disturbance which will distribute the dust into the air in the proper mixture, and the spark or flame which will ignite the dust while it is thus distributed. But still we seldom hear of a dust explosion in any of the more than 40,000 grain elevators and flour mills of North America.

A SPARK from an Illinois Central locomotive set fire to grass along the side of the track today. Notwithstanding the fact that this was the first time I had seen a spark actually start a fire, I knew that it was an old, a very old story, and I should have thought nothing about it were it not that only the previous day the country in which the incident occurred was visited by an all day rain which soaked everything thoroughly. As I watched the flames spring up in the grass, which must have been far from dry, I realized more fully than ever before that a shingle roofed elevator has but little chance in its fight against the hot locomotive spark. Of course I wondered why any elevator owners still tolerate the shingle roof. It is to be noted with thankfulness that few, if any, new ones are being put on by the grain dealers of today.

A VINE COVERED building near an elevator at Skelton, Ill., is located in the position which caused the observer to think it to be an engine room; but what elevator operator would plant vines to beautify an engine room? It might be proper also to ask what elevator owner would permit dead leaves to surround any of the buildings of his plant during the entire course of the winter, but that question is answered before one has a chance to speak it. One man actually has done it, and ever since the frosts came last fall those dead leaves have remained there, a constant invitation to passing locomotives to permit one of its little redhot sparks to come over for a joyful picnic. (Joyful to the leaves and the spark, but pretty tough on the elevator.) By all means, beautify the grounds surrounding the elevator by planting flowers and shrubs and vines; but, for the sake of the nation's bread basket, clear away the dead leaves and stems in the fall.

THE PECULIAR ODOR which pervades the room in which the representative of the Bureau of Chemistry is giving a demonstration of dust explosions strikes terror into the heart of every elevator operator. At least, I know it affected me in that manner when first my nostrils caught the scent; and other men have told me that they have had the same experience. The sense of the odor comes soon after the demonstrator has produced the first explosion, and one usually becomes aware of it only after a sufficient length of time has elapsed for the realization of the probable effect of a similar explosion in an elevator to have gone home to the observer. Then the recollection comes. The recollection

takes us down into the pit of the elevator at home; we remember the many, many times when we went into that dust laden place with a lighted lantern to perform one of the unpleasant tasks that always await us there. Interested in our work, we noticed but casually the odor which soon filled the narrow space and we gave the subject only a passing thought. Now we have seen a dust explosion produced experimentally, and we know that the odor in the pit came from the burning of dust in the heat produced by the lantern's flame. We realize that an explosion was prevented only by a happy chance which bordered upon the miraculous; and we leave the demonstration with the firm resolve that never again shall an open flame of any kind be permitted in the old elevator at home.

WHEAT shipments to Europe to date show a deficit of 812,000 tons (27,000,000 bus.). The administration is determined to make good this deficit and new plans for rationing the flour supply are being formulated.

ANNUAL MEETING of the Millers' National Federation will be held at the Blackstone Hotel, Chicago, Friday, April 12. President Fred J. Lingham will be installed in office and a board of directors will be elected.

DISSOLUTION of the American Malting Co. is persistently rumored, but the officers have given neither confirmation nor denial to the circumstantial stories circulated. Spread of the prohibition movement will be responsible if the company goes out of business.

ON A CHARGE of having permitted wheat to spoil on farms near Lincoln, Neb., Louis Fellwock was summoned to appear before the state council of defense and explain his conduct. Later the prosecution of the case was turned over to U. S. District Attorney T. S. Allen.

### Burbank's "Sorghum Pop."

Common corn, a native of America, and kafir, a native of Africa, have been successfully crossed by Luther Burbank and the new variety is now offered in limited quantities as "Sorghum Pop."

About five years ago, after many experiments Burbank produced a few kernels on an ear of Stowell's evergreen sweetcorn from pollen of the white "goose neck" kafir corn. The next season these kernels produced Stowell's evergreen, with the exception of two which ripened weeks earlier and were almost true kafir corns, with compact, crooked, drooping heads, containing many scattering hard, round kernels, also bearing goose neck drooping ears, somewhat resembling popcorn.

This derivative was planted in turn and a new corn, in many respects resembling white rice popcorn, but with more nearly globular kernels, was produced. The ears were branched or many fingered and bore kernels on both the outside and inside of the ears and producing an enormous number of kernels to the cluster. The cobs were crushed to obtain the corn and the short, stubby ears which bore kernels on the outside only were selected.

The perfected new "Sorghum Pop" is now offered. It is said to be the best popping corn known. It is an early corn, uniform in size and quality and a superior yielder. The appearance of "Sorghum Pop" in the ear is shown in the illustration.

## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates.

C. & A. in Sup. 4 to 259-C names local distance rates on grain and grain products in carloads between stations on its own lines in Missouri, effective Mar. 1.

C. & A. in Sup. 9 to 1574-E shows change in rates on grain and grain products, seeds, etc., between Missouri points and stations in the southeast, effective Mar. 1.

C. & A. in Sups. 5, 6 and 7 to 28-C shows changes in elevation and transfer charges on grain and regulations governing other commodities, applying at stations on or via the Chicago & Alton, effective April 1.

Leland in Sup. 28 to 23-Q quotes rates on grain and grain products from points in Texas to points in defined territory and points in Colorado, Mississippi, Louisiana and in the southeast, effective April 9.

Leland in Sup. 24 to 25-A quotes rates on grain and grain products from points in Louisiana, also Jackson, Meridian and Vicksburg, Miss., and points on Alabama & Vicksburg Ry., to points in Texas, effective April 5.

C., R. I. & P. in Sup. 19 to 10757-M gives rates on grain and grain products at stations on its own lines in Arkansas, Colorado, Kansas, Louisiana, Nebraska, Oklahoma and Memphis, Tenn., also at Missouri River points, effective April 10.

Leland in Sup. 24 to 39-0 quotes rates on grain and grain products between points in Oklahoma and points in Texas, also prepared stock feeds from Crowley and Lake Charles, La., to points in Oklahoma, effective Mar. 21.

C., R. I. & P. in Sup. 53 to 13207-F gives minimum loading weights for grain and grain products and seeds from Kansas, Missouri and Nebraska points to stations in Illinois, Indiana, Iowa, Michigan, Wisconsin on connecting lines, effective April 9.

Soo Line in Sup. 10 to 20645 quotes rates on grain and grain products between stations on the Minneapolis, Duluth, Superior and Winnipeg and Missouri River divisions of its own lines and points in Minneapolis, St. Paul, Minnesota Transfer, Duluth and Superior, effective April 5.

C., R. I. & P. in Sup. 26 to 29329-B gives rates and loading regulations on grain, grain products and seeds, c. 1. between named points on its own lines in Nebraska, Missouri, Kansas, also on C., B. & Q., and points in Illinois, Indiana, Iowa, Minnesota, Missouri, South Dakota and Wisconsin, effective April 11.

C., R. I. & P. in Sup. 35 to 10389-D gives rates on grain, grain products and seeds between St. Louis, East St. Louis, Alton, Quincy and Hannibal and other

points and stations in Illinois, Iowa, Minnesota, Missouri, South Dakota and certain points in Kansas, also rates to southeastern and Carolina territories, effective April 11.

### Price Control a Failure.

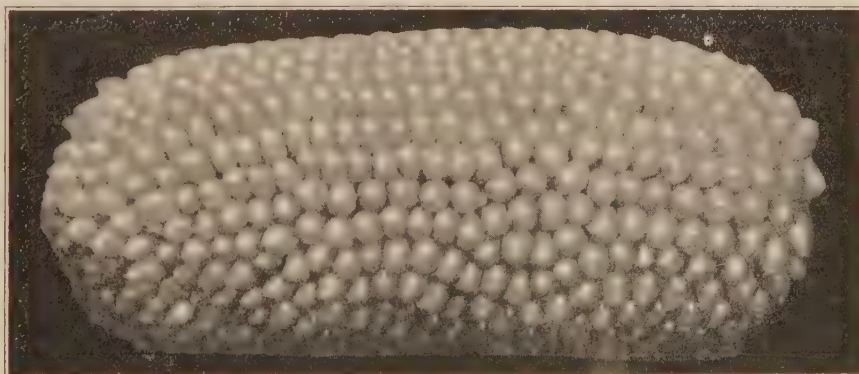
The whole system under which the trade now operates is wholly unnatural, and in defiance of established laws of trade, which can not be ignored indefinitely with safety. It represents the lesser of two evils. Mr. Hoover will appeal in vain to the farmers to market their wheat promptly. There is no question whatever that if the grain trade were permitted to exercise its ordinary functions with a very moderate and entirely reasonable profit it would get the bulk of this wheat where it could be ground into flour within 30 days, an accomplishment totally impossible for the Grain Corporation.

The Grain Corporation has attempted to be the Wheat Dictator rather than the Wheat Administrator, and has relied on compulsion rather than co-operation for its results. Its methods have been somewhat arbitrary and dictatorial, and it has followed its own devices rather than those which experience and knowledge of the domestic wheat trade would suggest. So long as there was a comparatively free movement of the wheat from the farm to the mill, it managed, sometimes blunderingly, to meet requirements, but now it is hopelessly ineffective in getting the remaining wheat to market.

It is time to give the wheat trade an opportunity to move the remainder of the wheat crop, and it can readily succeed in doing it where the strong-arm methods of the Grain Corporation have failed.—*Northwestern Miller.*

A CAR of barley sold by Somers, Jones & Co., of Chicago, March 22, brought \$5.-811.84. The barley weighed 118,790 lbs., containing 2,473.06 bus. The price received was \$2.35 per bu. This is a record carload and is indicative of the degree to which country shippers are loading cars. This one was loaded at Platte, S. D.

"BATTLE FIELDS OF TODAY," a 16-page pamphlet with heavy paper cover, is being distributed by Southworth & Co., Toledo, O. It shows the comparative areas of European countries and the United States, large scale maps of the belligerent countries, and the several battle lines as of August, 1917, and February, 1918, indicating the territory gained or lost on each battle front. Information regarding the war and the several countries engaged in the struggle is given on the cover pages.



Burbank's Hybrid of Kafir and Sweet Corn.

# Grain Trade News

## CALIFORNIA

Los Angeles, Cal.—The Grain Exchange voted Mar. 1 to suspend trading in grain.

Modesto, Cal.—There was some talk that the Grange Co. would erect an elvtr. here, but I think the matter has been dropped, for the present at least. No construction work has been done.—X.

Hanford, Cal.—The 40,000-bu. concrete elvtr. which is being built by the Lacey Mfg. Co. should be completed in less than 60 days. It is not on the railroad, being  $\frac{1}{4}$  block from the S. P. tracks, and later a spur may be built to the elvtr.—X.

San Miguel, Cal.—At a meeting held here recently an elvtr. was urged for this part of the county. W. A. Wilmar, agt. for the Southern Pacific Mfg. Co., took the matter up with Mr. Gragg, general mgr. of the company, who will arrange for the construction of an elvtr. at the milling company's warehouse.

## CANADA

Mitchelltown, Sask.—The Farmers Equity Elvtr. Co., Ltd., incorporated; capital stock, \$12,000.

Taber, Alta.—The Southern Alberta Grain Growers Supply Co. incorporated; capital stock, \$500,000.

Toronto, Ont.—Frank Wilkinson, a well-known grain buyer, died at his home at Mount Hamilton, Mar. 6, aged 67 years.

Kincardine, Ont.—Alex. Campbell, for many years a resident of this town, and for some years in the grain business, died Mar. 8, in his ninetieth year.

Calgary, Alta.—The Grain Growers Grain Co. and the Alberta Farmers Co-operative Elvtr. Co. have amalgamated under the name of the United Grain Growers, Ltd., —T. C. Rankine, United Grain Growers, Ltd., Construction Dept.

Chatham, Ont.—The Kent Bridge Farmers Co-operative Society has been formed for the purpose of erecting and operating an elvtr. The society will be incorporated for \$25,000. E. A. Pickard is pres.; J. E. Sherman, vice pres.; E. A. Langford, sec'y.

Moose Jaw, Sask.—The Imperial Lbr. & Elvtr. Co., of Winnipeg, will remove its headquarters for Western Canada to this city. W. F. Thorn, general mgr. of the company, is completing arrangements for the immediate erection of buildings valued at between \$40,000 and \$50,000.

## FORT WILLIAM LETTER.

The Maritime Grain Co., which was recently formed, will conduct a commission and brokerage business. The mgr. is B. H. Guy, son of F. A. Guy, of the Lakeport Elvtr. Co. and former pres. of the Exchange. Permanent officers have not been elected.—C. Birkett, sec'y Ft. William and Port Arthur Grain Exchange.

Elvtr. employees at Fort William and Port Arthur again are discussing their grievances, not being satisfied with the settlement made last fall when the government intervened at the time the employees were on strike. Elvtr. owners are said not to be greatly concerned as the slack season is at hand and they can well afford to close their plants if the employees should make unreasonable demands.

The Grain Exchange was the scene of a novel entertainment recently to raise money for patriotic purposes. The affair had been arranged to the last detail, and had been extensively advertised in both Port Arthur and this city. Mayor Murphy welcomed the entertainers, and praised the Women's Patriotic Auxiliary for the splendid work they had performed in

mothering the show. The result from a monetary standpoint was beyond all expectations as the receipts totaled well up toward \$5,000.

## WINNIPEG LETTER.

The Imperial Lbr. & Elvtr. Co. will remove its headquarters for Western Canada to Moose Jaw, Sask.

The Ross bill against trading in grain for future delivery failed to be reported out of the com'te of the Legislature by a vote of 10 to 2.

Trading in barley for May delivery at Winnipeg has been prohibited except in liquidating existing contracts. Members may enter into contract of sales without limitation except as to price, the maximum permitted being \$1.99 per bu.

The Imperial Elvtr. Co. has sold all its elvtrs. in Alberta, 30 in number, to the N. Bawlf Grain Co., of this city, for a consideration of \$225,000. The average capacity is 30,000 bus. The N. Bawlf Co., which will take possession June 1, now has 65 elvtrs. in Alberta. The Imperial Elvtr. Co. is also contemplating disposing of its 37 elvtrs in Saskatchewan.

At a meeting of the Grain Exchange held recently, it was unanimously decided to co-operate with western elvtr. owners in securing help to assist farmers in seeding. A com'te is taking a census of the Exchange, and making arrangements for the release of as many employees as possible. It is estimated that the Exchange will contribute 500 men, and the elvtrs. from 2,000 to 2,500, and arrangements are to be made to have them work on farms for a month or longer if necessary.

The following sub-com'tes of the Council of the Grain Exchange have been appointed to confer with the interests which they represent and report to the Council on the question of how the Exchange can be used in the marketing of grain in war time: Country elvtrs., F. W. McLaren and C. E. Eggleston; private elvtrs., W. J. Dowler and R. H. Moore; terminal elvtrs., R. F. Edmond and J. R. Murray; cash brokers, E. S. Parker and D. Richardson; trading in futures, C. E. Cathcart and J. E. Botterell; exporters, J. J. Carol and H. G. Campbell; shippers, H. N. Baird and H. Little.

## COLORADO

Trinidad, Colo.—Henry F. May, mgr. for the Ishell Colorado Bean & Elvtr. Co., has enlisted in the army.

Haxtun, Colo.—Our flour mill of 50-bbl. capacity is now in operation.—Farmers Grain & Trading Co., H. E. Robbins.

Denver, Colo.—More than 30 members of the Denver Grain Exchange attended the annual meeting held recently. Thomas F. Savage was elected pres., R. C. Johnson, sec'y, and J. F. Gallagher, treas.

Bailey, Colo.—James Eachus, agt. for L. Spelts, was injured by a fall into the pit of the elvtr. recently. Mr. Eachus' injuries, tho slight, are extremely painful.

## IDAHO

Caldwell, Ida.—I am no longer engaged in the grain business.—Fred A. Miller.

Montour, Ida.—A 10,000-bu. elvtr. will be built by H. A. Pugh, construction work to begin at once.

Dubois, Ida.—I am agt. for the Farmers Grain & Mfg. Co., of Salt Lake City, Utah, which is operating its new elvtr. here.—W. M. Garretson.

Rockford sta. (Pingree p. o.), Ida.—Farmers held a meeting here recently and discussed the project of erecting an elvtr., grist mill and potato cellar.

Buhl, Ida.—The elvtr. of the Buhl Farmers Equity has been completed and is open for business.

Orofino, Ida.—The Orofino Rochdale Co. will build an elvtr. here this spring.—Kendrick Rochdale Co., Kendrick.

Deary, Ida.—The Farmers Union Warehouse Co. will build a 60,000-bu. concrete elvtr. here this spring.—Kendrick Rochdale Co., Kendrick.

Juliaetta, Ida.—The Farmers Union Warehouse Co. contemplates building an elvtr. here to handle the 1918 crop in bulk.—Kendrick Rochdale Co., Kendrick.

## ILLINOIS

Cordova, Ill.—The firm of J. C. Mackey has succeeded E. Humphrey.

Downs, Ill.—Lon Baremore is now mgr. of the elvtr. of Scholer & Weedman.

Tabor, Ill.—The Tabor Co-operative Grain Co. has installed a drier at its elvtr.

Princeton, Ill.—The firm of Brokaw & Spaulding has succeeded W. C. Brokaw.

Arlington, Ill.—The firm of Brokaw & Spaulding has succeeded W. C. Brokaw.

Zearing, Ill.—The firm of Brokaw & Spaulding has succeeded W. C. Brokaw.

Rantoul, Ill.—The Rantoul Grain Co. contemplates installing a cleaner in its elvtr.

Woodson, Ill.—The Farmers Elvtr. Co. has bot the elvtr. of the Woodson Elvtr. Co.

Manito, Ill.—Repairs on a few of the elvtrs. here are contemplated.—A. R. Harbaugh.

Sumner, Ill.—The Gem Mill Co. has changed its name to the Sumner Flour Mill Co.

Clarion sta (Mendota p. o.), Ill.—The firm of Brokaw & Spaulding has succeeded W. C. Brokaw.

Horace, Ill.—A high wind storm recently blew part of the roof off the elvtr. of R. L. Stanfield & Son.

Lexington, Ill.—I am contemplating making extensive improvements in my elvtr.—A. P. Schwartz.

El Paso, Ill.—The El Paso Elvtr. Co. plans to increase its capital stock from \$2,500 to \$45,000.

Steward, Ill.—Henry Sherlock is now mgr. for the Farmers Elvtr. Co.—S. J. Kennedy, Rochelle.

Libertyville, Ill.—W. J. Franklin, Jr., has succeeded the Home Lbr. Co. in the grain business at this place.

Mason City, Ill.—At the last meeting of the Farmers Grain & Coal Co. Geo. Mathers was elected pres.

Ivesdale sta. (Sadorus p. o.), Ill.—The firm of Stevens & Freeman has succeeded the Baldwin Elvtr. Co.

Oswego, Ill.—The Oswego Farmers Grain Co. has voted to increase its capital stock from \$15,000 to \$40,000.

Midland City, Ill.—I am still in business here under the firm name of the Midland Grain Co.—J. F. Bartley.

Pleasant Plains, Ill.—A corn drier is being installed in the elvtr. of the Pleasant Plains Farmers Elvtr. Co.

Cora, Ill.—R. C. Townes, formerly agt. for the H. C. Coles Mfg. Co. at this place, has removed to Aldrich, Mo.

Lily, Ill.—A recent windstorm blew the metal roof off the east elvtr. operated by Walker & Elliff, of Mackinaw.

Allentown, Ill.—A recent windstorm blew the composition roof off the elvtr. operated by Walker & Elliff, of Mackinaw.

Lane, Ill.—Ed Hendrix has bot the interest of his brother, Theodore Hendrix, in the grain business of Hendrix Bros.

Buckingham, Ill.—Otto Gross is recovering from a broken arm caused by falling on a slippery board while loading a car.

Foosland, Ill.—The Farmers Grain Co. is now doing business at the elvtr. formerly owned by Noble Bros. R. S. Ritchie is mgr.

Coatsburg, Ill.—Henry Gilbert is active in promoting a Farmers Elvtr. Co. to build an elvtr. and engage in the grain business.

Kenney, Ill.—The Kenney Elvtr. Co. has bot 4 box cars for use in handling grain from its elvtrs. here and at Jenkins Switch.

Mechanicsburg, Ill.—Fire, believed to have been caused by defective wiring, damaged the elvtr. of H. O. Fullenwider recently.

Enright sta. (El Paso p. o.), Ill.—Geo. Saathoff has the contract for building an addition to the elvtr. owned by the El Paso Elvtr. Co.

Winchester, Ill.—The Winchester Farmers Elvtr. Co. has asked the public utilities commission to approve the issuance of notes for \$4,750.

Decatur, Ill.—L. E. Rambo will remove to Sikeston, Mo., where he will succeed R. H. Maupin as traffic mgr. for the Sikes-McMullin Grain Co.

Elwin, Ill.—I have been employed as mgr. for the Elwin Farmers Elvtr. Co., which recently succeeded G. S. Connard & Co.—Herbert L. Moore.

New Berlin, Ill.—James Bently, engineer at the elvtr. of the Central Illinois Grain Co., was seriously burned recently by the bursting of a steam pipe.

Guthrie, Ill.—The Guthrie Farmers Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, C. A. Hedlund, R. P. Cothorn, G. H. Dueringer and others.

Fiatt, Ill.—The Farmers Grain & Service Co. incorporated; capital stock, \$15,000; incorporators, R. H. Quick, Ransom Tompkins, J. J. Scale, and others.

Kankakee, Ill.—The Farmers Elvtr. Co. is constructing a private telephone line between its office at this place and the one at Tucker (Bourbonnais p. o.).

La Place, Ill.—The La Place Co-operative Grain Co. incorporated; capital stock, \$25,000; incorporators, J. A. Merritt, C. A. Lehman, E. C. Wynn and J. L. Shively.

Chester, Ill.—Labor and material conditions being unfavorable we shall probably postpone building our elvtr. to a more favorable time.—H. C. Cole Mfg. Co.

Fidelity, Ill.—The Fidelity Co-operative Grain Co. incorporated; capital stock, \$10,000; incorporators, A. F. Ely, James S. Dahey, Ed. Ruyle and James H. Ryan.

Hudson, Ill.—I have bot the elvtr. of the Lawrence Grain Co., formerly known as the Skinner Elvtr., and have removed here from Cookville to operate it.—E. J. Finley.

Osbornville, Ill.—Hight & Cline, of Decatur, have let contract to the Decatur Construction Co., for the erection of a 35,000-bu. elvtr. at this place to cost about \$20,000.

Mansfield, Ill.—Farmers Grain Co. of Mansfield incorporated; capital stock, \$25,000; incorporators, Thomas H. Warren, Frank M. Van Note, Emery Wack, and others.

Shipman, Ill.—A. C. Mitchell, who has been connected with me in the operation of my elvtr. will resign April 1, and will be succeeded by W. H. Brueggeman.—F. S. Shultz.

Enfield, Ill.—Ed. Robinson, aged 23 years, a well known grain and seed dealer, died in a hospital in Evansville, Ind., a few days ago. His death was caused by heart disease.—C.

Eurt Siding (Minier p. o.), Ill.—The Burt-Richmond Grain Co. has bot a store and dwelling and has employed E. H. Moore to take charge of the business and to help at the elvtr.

Sandwich, Ill.—James A. Patten will have an old elvtr. which he owns at this place taken down, and the lumber will be sold, the money received for it to be donated to the Red Cross.

Esmond, Ill.—Frank Barnes, who resigned as mgr. for the Esmond Farmers Elvtr. Co., effective April 1, will be succeeded by Morris Simpson.—S. J. Kennedy, Rochelle.

Boyer Siding (Buckingham p. o.), Ill.—Mrs. Mary E. Cooley, of Kankakee, who recently bot the elvtr. of Inkster Bros. at this place, has sold it to the Farmers Elvtr. Co., of Reddick.

Carlinville, Ill.—Fire on Mar. 7 destroyed the warehouse and office of C. Fieker & Co. The fire started in the warehouse, and was caused by a spark from a locomotive. The loss was \$12,000.

Byron, Ill.—At a recent meeting of the Farmers Grain Co., W. S. Johnston was elected pres. and Ray Barrick sec'y-treas. The company will build additional coal sheds at its plant.

Enfield, Ill.—W. C. Smith has sold his plant to M. A. Garrison, who will use it as a coal and ice depot. Pickerill Bros. have succeeded Ed. C. Robinson, deceased, in the grain business here.—X.

La Rose, Ill.—The La Rose Elvtr. Co. has filed a certificate of dissolution. The business is now handled under the co-partnership name of Davis Bros. & Stevenson, of which I am mgr.—G. T. Stevenson.

Block sta. (Shelby p. o.), Ill.—The firm of Coon Bros. has been dissolved, and the elvtr. at this place has been bot by J. S. Coon, who will conduct the business under the name of the J. S. Coon Grain Co.

Cooksville, Ill.—I have resigned as mgr. for the Cooksville Grain Co., having removed to Hudson, where I am engaged in the grain business for my own account. My successor is B. E. Edel.—E. J. Finley.

Harper, Ill.—The Harper Grain Co. has bot the lumber yard of Otto Petemier. Henry Kietlsmier will act as mgr. for the Harper Grain Co. after April 1, E. J. Drake having resigned.—S. J. Kennedy, Rochelle.

Atwood, Ill.—It has not been decided what course the farmers organization will take up. Possibly they may decide to buy out the Horton & Collins Elvtr. Co., but nothing definite can be said at this time.—X.

Peoria, Ill.—A. C. McKinley, commercial agt. of the Lake Erie & Western R. R., has severed his connections with that road to accept the position of mgr. of the office of the E. B. Conover Grain Co. of this city.

Appel Siding (Herscher p. o.), Ill.—John Peterson, of Peterson & Appel, has enlisted in the army, and has sold his interest in the property to his partner, Geo. Appel, who will operate the business in his own name.

Chesterville sta. (Lincoln p. o.), Ill.—We have increased our capital stock from \$15,000 to \$30,000. S. T. Sparks is pres., Cal Wasson, sec'y, and Philip Gehlbach, mgr. of this company.—Chesterville Farmers Grain Co.

Pittsfield, Ill.—C. P. Cummings, who has been a federal grain supervisor stationed at the St. Louis office, has resigned and will leave the service Mar. 31 to take charge of the grain dept of the M. D. King Mfg. Co. at this place.

Polo, Ill.—James Hackett has installed an electric motor in his elvtr. T. W. Coffman has taken possession of the elvtr. of J. S. Maloney, Mr. Maloney having retired after being in the grain business here for 18 years.—S. J. Kennedy, Rochelle.

Mount Carmel, Ill.—The big corn and wheat elvtr. of the Mount Carmel Elvtr. Co., on the Wabash River front here, was threatened by destruction with fire March 8. Sparks from the smokestack started the fire which was soon extinguished.—C.

Boody, Ill.—The B. B. Farmers Co-operative Elvtr. Co. has purchased the elvtr. properties of E. W. Jokisch, at Blackland and this place, for a consideration of \$27,000. Mr. Jokisch has been retained to continue the business for the new organization.

Sadorus, Ill.—In connection with the report that our elvtr. collapsed, we desire to state that it is not true. We had built some bins over the driveway for oats, and these, not being properly rodded, gave way and let the oats out into the driveway.—DeLong Bros.

Westville, Ill.—The Westville Elvtr. & Lbr. Co. has been organized and will be incorporated with capital stock of \$25,000. Geo. Buchanan is pres., and J. W. Olroyd, sec'y. The company has let contract for the construction of an elvtr. and work will begin at once.

Mt. Sterling, Ill.—I will remodel the elvtr. which was recently purchased from Ed. Pendleton. New machinery will be installed, and I expect to be ready for business in about 60 days, and will do business under the name of John L. McPhail & Co.—John L. McPhail.

Bourbon, Ill.—J. A. Davis has bot the elvtr. of Davis & Ray, the consideration being \$22,500. The plant was owned by C. E. Davis, a brother of J. A. Davis, and a partner, Mr. Ray. The new owner will take charge and conduct the business, but will reside in Tuscola.

Blackland sta. (Boody p. o.), Ill.—The B. B. Farmers Co-operative Elvtr. Co. has purchased the elvtr. properties of E. W. Jokisch, at Boody and this place, for a consideration of \$27,000. Mr. Jokisch has been retained to continue the business for the new organization.

Piper City, Ill.—I am mgr. for the recently organized Farmers Grain Co. at this place, which handles grain and coal. Our elvtr., purchased from Alvin Wrede, now runs by gas power, but we are installing electric power, and are only waiting for the motor to be shipped.—C. T. Hupp.

Raymond, Ill.—Sealed proposals will be received by the Farmers Grain, Hay & Supply Co. until 9 o'clock a. m., Mar. 30, at the office of the company, for the furnishing of all materials and the construction of a reinforced concrete elvtr. building, complete with machinery and equipment. Plans and specifications were prepared by Miller & Holbrook.

Filson, Ill.—Frank A. Warren, of Tuscola, and Herman Ray, of Arthur, have bot the elvtr. owned by J. C. Roe and William Riley. The plant is now leased to Chambers & Foote, of Tuscola. This lease will expire the latter part of May, and the new owners take possession subject to the lease. At its expiration Mr. Ray will take active charge of the business.

Westville, Ill.—The Peoples Brewing Co., of Terre Haute, Ind., has disposed of its holdings here to C. B. Spang, of the Westville Grain Co. The site is at present covered by a storage house, but this will be removed and a grain elvtr. of considerable proportions will be erected upon it. The site is at the end of a curved spur track of the C. & E. I. Ry. and far enough away from the track to insure almost absolute protection against fire from passing trains.

Galesburg, Ill.—The elvtr. leased by the J. C. South Grain & Coal Co. burned Mar. 7. Loss, \$5,000. Between 4,000 and 5,000 bus. of oats and corn were burned. S. H. Switzer, mgr. of the elvtr., was working in a bin about 30 feet deep at the time the fire broke out and had a narrow escape from death. He noticed that the heat in the bin was becoming excessive and after a time, prompted by something which he is unable to explain, he climbed the ladder to the top of the bin to find a portion of the elvtr. a mass of flames. In descending to the working floor his skin and hair were badly scorched by the fire, and had he waited a few moments to climb out of the bin escape would have been impossible. The fire started in the office, and is thought to have been caused by an overheated stove.

## CAIRO LETTER.

Contract for the construction of a Hess Drier has been let by the Samuel Hastings Co.

The Cairo Elvtr. & Mill Co. will hold a meeting Mar. 27 for the purpose of increasing the capital stock of the company.

The Samuel Hastings Co. has let contract for 6 concrete storage tanks with capacity of 120,000 bus., increasing its capacity to 225,000 bus.

Ray M. Williams became traffic mgr. for the Board of Trade on Mar. 15. He is also traffic mgr. for the Ass'n of Commerce, and hereafter will look after the traffic affairs of both organizations.

#### CHICAGO NOTES.

Eugene Wheeler, former member of the Board of Trade, died at his home Mar. 15, aged 73 years.

The U. S. Marine Corps has opened a recruiting office in the lobby of the Board of Trade building.

John Scoville, a member of the Board of Trade, has volunteered for service abroad with the Y. M. C. A.

George Otis, who was connected with the firm of King, Farnum & Co. for 10 years, is now identified with Lowitz & Co.

Whiting G. Press, a former member of the Board of Trade, and the founder of the firm of W. G. Press & Co., died Mar. 16 at San Francisco, Cal.

Fire caused by an overheated furnace in the basement of a 2-story brick building occupied by the Chicago Grain & Salvage Co., recently, caused a loss of \$6,000.

Out of town brokerage offices, who do not wish to make names of their customers known to Chicago correspondents, may give the names to the Secretary's office direct.

Gustave Peterson, 46 years old, an engine oiler in the elvtr. of Rosenbaum Bros. at Gresham, was severely injured Mar. 21, when his arm was caught in the machinery and crushed.

Edward W. Andrews, a veteran member of the Board of Trade, while crossing the street in front of the Board of Trade Building Mar. 22, was struck by an automobile. He was taken to a hospital, where it was said his injuries are not serious.

A meeting of representatives of commission houses and members of the Federal Trade Commission was held Mar. 18 and it was decided to have a com'te of 5 appointed by Sec'y John R. Mauff of the Board of Trade to formulate a more comprehensive and simpler questionnaire than that being sent out by the Commission.

L. R. Spencer, who has been in charge of the corn and oats division of the bureau of markets for the Dep't of Agriculture in Chicago, has resigned. He has accepted a responsible position with a large manufacturing concern handling war products at Cincinnati. He leaves the office here in charge of his assistants, H. L. Bowen, H. A. Carr and Page Conley.

H. G. Dickey, of Minneapolis, and Eric A. Peterson have been elected to membership in the Board of Trade. J. Levine, H. T. Johnson, E. A. Bowles, N. L. Carpenter and H. J. Fretzel have applied for membership, and the memberships of H. Hantz, Leonard A. Brosseau, C. B. Slade, W. A. Hutton and J. N. Carpenter have been posted for transfer. Memberships are selling at \$4,375 net to buyer, dues paid.

At a meeting of the directors of the Board of Trade held Mar. 20 a proposed amendment to section 3 of rule XXII was adopted and recommended to a ballot vote of the Board of Trade. The amendment provides that No. 3 white oats, testing not less than 28 lbs., shall be the contract grade; No. 1 and No. 2 white oats to be deliverable at 2c over contract price; and standard white oats to be deliverable at 1½c over contract price. If approved by the members, the amendment is to become effective June 1, 1918.

#### INDIANA

Geneva, Ind.—The Farmers Co-operative Grain Co. will build an elvtr.

Carthage, Ind.—The Hill Grain & Coal Co. has filed certificate of dissolution.

New Carlisle, Ind.—Beginning May 1st Ralph Bennit will be our mgr.—Farmers Grain Co.

Cambria, Ind.—Cue & Cue have sold their elvtr. to Bert A. Ogle, of Moran, possession to be given Apr. 1. Nat P. Claybaugh made the deal.

Evansville, Ind.—The National Hay & Grain Co. has filed a final certificate of dissolution.

Lafayette, Ind.—Born & Co. are installing a Hess Drier of 2,500 bus. capacity per 24 hours at their elvtr.

Lynn, Ind.—Berry Bros. have sold their elvtr. to Frank Elliott, of Spartansburg, the consideration being \$18,000.—C.

West Point, Ind.—The Crabbs-Reynolds-Taylor Grain Co. has placed its new concrete elvtr. in operation, and is razing its old wood house.

Whitestown, Ind.—The wind recently blew down the smokestack from the elvtr. of Kerns & Kirtley.—Goodrich Bros., G. L. Ludlin, agt., Gadsden sta.

Thornhope sta. (Oak p. o.), Ind.—The elvtr. of the Oak Grain Co. has been sold to George Raub, cashier of the Farmers & Merchants Bank, of Logansport.

Pine Village, Ind.—The elvtr. of Farden & Cooper has been sold to J. E. Morrison, of Lebanon, and E. P. Finch, of Hillsboro. Nat P. Claybaugh made the deal.

Hillsburg, Ind.—Otto Lefforge, of Ross-ville, has bot the elvtr. of Foreman & Davis. Possession will be given May 1. Nat P. Claybaugh was the broker.

Rossville, Ind.—The elvtr. of Otto Lefforge has been sold to Whiteman Bros., of Ockley, possession being given Mar. 15. Nat P. Claybaugh made the deal.

Gadsden sta. (Lebanon p. o.), Ind.—The wind recently unroofed part of our drive-way shed, also tore off almost all the iron on the south side of the elvtr.—Goodrich Bros., G. L. Ludlin, agt.

Fort Wayne, Ind.—The Rice Cereal Co. incorporated; capital stock, \$30,000; to maintain and operate grain elvtrs.; incorporators, Amiel C. Gladieux, Simon E. Mentzer, William H. F. Moellering, and others.

Frankfort, Ind.—Ross Rising, who was formerly mgr. for the Clinton Grain Co., was drafted, and I have been mgr. since about 1 month ago, coming here from Decatur, Ill., where I was in the lumber business.—T. E. Frantz.

Linn Grove, Ind.—The elvtr. formerly owned by the Studabaker Grain & Seed Co., and purchased by Tom Flynn at the time he bot the traction line last summer, is being taken down. It is said that it may be erected at some point in Wells County.

Hoagland, Ind.—Following an investigation by the county food administrator, the license of F. Koeneman & Sons, who operate an elvtr. at this place, was restored. The license was revoked for failure to comply with the rules for the sale of substitutes with wheat flour, and Mr. Koeneman has satisfied the administrator that the breach of the ruling was not due to deliberate intent, but to lack of knowledge of that particular phase of the edict.

#### INDIANAPOLIS LETTER.

A permit has been granted the American Hominy Co. to erect a concrete drier to cost \$15,000.

The new mill of the Acme-Evans Mfg. Co. soon to be erected will have a daily capacity of 2,000 bbls. With the equipment and ground the mill will represent an investment of \$350,000. It will have 16 great concrete storage bins, sufficient to care for 250,000 bus. of grain. The completion of this mill will give the company a daily capacity of 3,000 bbls. of flour, 500,000 lbs. of mill feed and stock feed, and 1,000 bbls. of corn meal and corn flour.

#### IOWA

Dundee, Ia.—Seiberling & Meyer has succeeded G. C. Seiberling.

Dayton, Ia.—An elvtr., to cost \$25,000, will be built by the Farmers Elvtr. Co.

Lytton, Ia.—A. E. McCord has succeeded John M. Larson as mgr. for the Co-operative Co.

Richards, Ia.—G. E. Ginrich, of Callendar, will become mgr. for the Quaker Oats Co. at this place.

Bancroft, Ia.—Art Murray will enter the army and is planning on leasing his elvtr. during the war.

Bouton, Ia.—We do not know of any farmers elvtr. to be built at this place.—Bouton Grain Co.

Central City, Ia.—The Farmers Exchange has bot the lumber, coal, grain and stock business of Hatch & Brockman.

Cartersville, Ia.—Francis Madden, formerly agt. for the Independent Grain & Lbr. Co., has removed to Sheffield.

Roland, Ia.—Farmers of this community are perfecting arrangements for the organization of a Co-operative Elvtr. Co.

Traer, Ia.—C. O. Hoff, who sold his elvtr. at this place last fall, has bot an elvtr. at Livermore and will take charge April 1.

Wilder, Ia.—Fred A. Miller has resigned as agt. of the Wilder Mlg. & Elvtr. Co. at this place, and has removed to Caldwell.

Wright, Ia.—K. Knudson will build a corn shelling plant. Contract has been let to the Newell Construction & Machinery Co.

Beaman, Ia.—At the recent annual meeting of the Beaman Elvtr. Co., Mgr. W. F. Weir was reemployed at an increased salary.

Livermore, Ia.—C. O. Hoff, formerly in the grain business at Traer, has bot an elvtr. at this place and will take charge April 1.

Sheffield, Ia.—I have moved to this place from Cartersville, where I was agt. for the Independent Grain & Lbr. Co.—Francis

Clarksville, Ia.—The elvtr. of the Farmers Elvtr. Co. is being remodeled, the Newell Construction & Machinery Co. doing the work.

Zearing, Ia.—The corn elvtr. of R. J. Pulley has been completed. Work was done by the Newell Construction & Machinery Co.

Muscatine, Ia.—A. G. Kreiger has recently bot machinery of the Newell Construction & Machinery Co. for installation in his elvtr.

Postville, Ia.—Hall Roberts & Son are overhauling their elvtr., the work being done by the Newell Construction & Machinery Co.

Huxley, Ia.—A corn shelling plant will be built by the Farmers Elvtr. Co. The Newell Construction & Machinery Co. has the contract.

Midvale, Ia.—The Farmers Elvtr. Co. has let contract to the Newell Construction & Machinery Co. for the erection of a corn shelling plant.

Smiths Lake, Ia.—The Rothschild Grain Co., of Atlantic, will build an up-to-date elvtr. at this place. Contract has been let to the Newell Construction & Machinery Co.

Lakewood, Ia.—Farmers in this vicinity are organizing a company to engage in the grain business with a capitalization of \$10,000. J. B. McMillan is temporary sec'y.



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to  
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GRAIN COMMISSION  
MILWAUKEE

Walnut, Ia.—The Rothschild Grain Co. has let contract to the Newell Construction & Machinery Co. for enlarging and rebuilding its elvtr.

De Soto, Ia.—H. Bales, formerly with B. C. Hemphill at Dexter, will remove to this place where he will be mgr. for the De Soto Elvtr. Co.

Westgate, Ia.—At the recent annual meeting of the Farmers Elvtr. Co., John Hoehne was re-employed as mgr., and Dewey Lewis as ass't mgr.

Kent, Ia.—John H. Bowman is mgr. for the Farmers Co-operative Shipping Co., which recently bot the grain, coal and live-stock business of Riggs Bros.

Grand Junction, Ia.—I have sold my grain business to D. Milligan & Co. and have retired from the business.—C. W. Smittle, Minne S. Watters, agt.

Anita, Ia.—The first meeting of the Farmers Co-operative Elvtr. Co. was held here recently. Mayne White was elected pres., and Phil Lowenburg, sec'y.

Dexter, Ia.—H. Bales has resigned his position with B. C. Hemphill at this place, and will remove to De Soto, where he will be mgr. for the De Soto Elvtr. Co.

Clemons Grove, Ia.—The Farmers Elvtr. Co. is building an up-to-date elvtr., the machinery for which was furnished by the Newell Construction & Machinery Co.

Dows City, Ia.—John Ahart is overhauling his elvtr., installing a new leg and an automatic scale. The Newell Construction & Machinery Co. is doing the work.

Marengo, Ia.—H. C. Pote, of Menlo, has bot an interest in the elvtr. and grain business of M. F. Green and will take an active part in the conduct of the business.

Garrison, Ia.—The Garrison Grain & Lbr. Co. is overhauling its elvtr. and installing an electric motor. The Newell Construction & Machinery Co. is doing the work.

Tennant, Ia.—I have resigned as agt. for J. F. Twamley Son & Co., and will remove to Dunbar, Neb., where I will be mgr. for the Farmers Elvtr. Co.—R. A. Friend.

Ferguson, Ia.—At the recent annual meeting of the Farmers Elvtr. Co. W. F. Speas was elected pres. and Thomas Moore, sec'y. C. E. Adkins is mgr. for the company.

Cedar, Ia.—H. E. McBurney has let contract to the Newell Construction & Machinery Co. for the construction of a sheller plant and work will commence in the near future.

South Amana, Ia.—The Amana Society will install an attrition mill and other machinery. The Newell Construction & Machinery Co. furnished the equipment and is doing the work.

Albion, Ia.—The organization of a farmers co-operative company is being planned to take over the elvtr. of C. A. Robinson. It is planned to make the capital stock of the new company \$30,000.

Green Mountain, Ia.—At the annual meeting of the Farmers Elvtr. Co., held recently, R. D. Kaple was re-elected pres., and T. P. Low was re-elected sec'y. W. J. Lynch is mgr. of the elvtr.

Bladen, Ia.—F. Brewer is the present mgr. for the Hynes Elvtr. Co. We have just installed a Hall Signaling Distributor and a new manlift in our elvtr.—Chas. W. Wood, agt. C. B. Seldomridge.

Marne, Ia.—The Rothschild Grain Co. has let contract to the Newell Construction & Machinery Co. for a 30,000-bu. elvtr. to replace the one recently burned. Construction work has been started.

Martelle, Ia.—The Farmers Co-operative Elvtr. Co., which was recently organized with capital stock of \$15,000, has bot the elvtr. of Collis S. Peet and will engage in the grain, coal and feed business.

Granville, Ia.—At a recent meeting of the Farmers Grain Co. J. H. Stolley was elected pres., and F. J. Georgen, sec'y. At this meeting it was voted to increase the capital stock of the company.

Dalton sta. (Le Mars p. o.), Ia.—The elvtr. and coal sheds of the Atlas Elvtr. Co. burned Mar. 9. The loss was \$12,000, and 3,000 bus. of corn, 4,500 bus. of oats and 20 tons of coal were destroyed. The fire is thought to have been the work of an incendiary.

Council Bluffs, Ia.—Arbitrators from the Chamber of Commerce and representatives of the men settled a threatened labor dispute at the Trans-Mississippi Grain Elvtr. Co. The men were seeking an increase from 40 to 50 cents per hour. They returned to work pending settlement by arbitrators.

Marne, Ia.—The officers of the newly organized Marne Co-operative Grain Co. are as yet undecided as to whether or not the company will build an elvtr. If a new elvtr. is not built the company plans on buying one. Coal as well as grain will be handled. C. E. Squires is the pres. of the company, and Ora Berry is sec'y-treas.

Lone Tree, Ia.—Included with the elvtr. of D. M. Riggs, which the Farmers Union recently purchased, were the coal sheds, barn, cribs, and office building. The consideration was \$19,500. Mr. Riggs, who has been engaged in the elvtr. and grain business for more than 20 years, intends to retire from active business.

Des Moines, Ia.—W. H. Bartz, who has been in charge of the Cash Grain Dep't of Harper & Sons, has resigned his position with them and has taken an active interest in our firm. Mr. Bartz has been connected with Harper & Sons for the past 6 or 7 years.—Mid-West Consumers Grain Co., L. N. Hort, mgr.

Winfield, Ia.—The Farmers Elvtr. Co. has remodeled its elvtr., putting in a new electric motor, roller bearings and fan and making it up-to-date. The Newell Construction & Machinery Co. did the work. The same company also overhauled the elvtr. of the Winfield Elvtr. & Supply Co., installing a car loader, roller bearings, new drives, and making other repairs.

At the annual convention of the Western Grain Dealers Ass'n, which is to be held at Fort Dodge, April 18th to 19th, the Bureau of Markets of the U. S. Dep't of Agriculture will be represented and lead a discussion on Federal Grain Supervision. Mr. C. H. Bailey, of Minneapolis, representing the Bureau of Chemistry of the Dep't of Agriculture, will lecture on "Grain Dust Explosions, Their Causes and Prevention."—Geo. A. Wells, sec'y.

Madrid, Ia.—Soderlund Bros., local grain men, will build an up-to-date fireproof elvtr., with a capacity of at least 30,000-bus., in this city. The new elvtr. will occupy the site of the present one operated by Soderlund Bros., but will be of at least triple capacity. Every modern convenience in the way of up-to-date machinery will be installed. The roof of the building will be asbestos with corrugated iron sides, making the structure fireproof so far as the exterior is concerned.

## KANSAS

Hamlin, Kan.—Farmers are contemplating building an elvtr. at this place.

Liberal, Kan.—The Equity Co-operative Ass'n will erect a flour mill here.

McCune, Kan.—The Farmers Union is considering plans for the erection of an elvtr.

Salina, Kan.—The Shellabarger Mill & Elvtr. Co. has let contract for a new flouring mill.

Sabetha, Kan.—The elvtr. of the Derby Grain Co. was burned Mar. 13, together with grain valued at \$10,000.

Atchison, Kan.—A fire that started on the roller floor of the Blair Mfg. Co. recently caused a damage of about \$500.

Hazleton, Kan.—J. W. Grim has removed to Cherokee, Okla., where he will be agt. for the Bowersock Mills & Power Co.

Valley Falls, Kan.—The elvtr. of Thomas Hatfield has been enlarged, and an electric Grain & Supply Co.

Douglas, Kan.—I am taking down my elvtr. and rebuilding from the ground up. The White Star Co. will do the work.—L. D. Brandt.

Blakeman, Kan.—C. O. Powell has resigned as mgr. for the Blakeman Equity Exchange, and I have succeeded him.—Augustus J. Still.

Clafin, Kan.—The Clafin Mill & Elvtr. Co. has contracted with the White Star Co. for about \$12,000 worth of repairs and additions to its plant here.

Hill City, Kan.—I have succeeded Jason Griffith as mgr. for the Farmers Union Co-operative Shipping & Growers Ass'n at this place.—A. C. Brown.

Arkansas City, Kan.—The New Era Mfg. Co. has awarded contract to the White Star Co. for the erection of a new grain elvtr. at a Midland Valley point.

Minneapolis, Kan.—No grain was burned by the fire which destroyed the elvtr. of John Wolfersperger recently, the loss on the building being about \$2,500.

Rosedale, Kan.—The drier building of the Memphis Elvtr. was burned Mar. 4, and 4,000 bus. of corn was destroyed. The fire started from overheated steam pipes.

Stockton, Kan.—Mrs. Frank Montgomery, wife of Frank Montgomery, of the Montgomery Grain Co., died suddenly a few weeks ago at Concordia following an operation.

Manchester, Kan.—J. A. Crow, of Harper county, has purchased the Manchester Mill. He will overhaul the mill and will handle a general grain business in connection with it.

Manhattan, Kan.—F. A. Floersch recently bot the property of the Purity Mfg. Co. at a sheriff's sale. The consideration paid was \$50,000, and there was a judgment of \$58,218.55 against the property.

Hesston, Kan.—The Newton Mill & Elvtr. Co., of Newton, have let contract to the White Star Co. for a new elvtr. here. It will be of about 20,000-bu. capacity, and will be up-to-date in its equipment.

Falun, Kan.—Members of the Farmers Union have organized a company, with a capital stock of \$25,000, to engage in the elvtr. business here. An elvtr. with a capacity of 40,000 bus. will be erected at once.

Halstead, Kan.—The Halstead Mill & Elvtr. Co. has contracted with the White Star Co. to rebuild its plant at this place. Concrete bottoms will be put in the bins, some new machinery will be added, and it will be made modern in every detail.

Kiowa, Kan.—I have been re-elected mgr. for the O. K. Co-operative Grain & Merc. Co. Our new 16,000-bu. reinforced concrete elvtr. is nearing completion. Fred Humphrey was elected pres. of the company at the annual meeting.—O. M. Findley.

Kiowa, Kan.—We have sold our elvtr. at this place to the Red Star Mfg. Co., of Wichita. I have been employed as mgr. since the elvtr. was built, and will be retained in that position by the Red Star Co.—Mackey-McBrayer Lbr. Co., J. M. Miller.

Wellsville, Kan.—A couple giving the name of Mr. and Mrs. J. A. Stultz, were arrested here recently under suspicion of having known something regarding the origin of the fire which destroyed the elvtr. of the Star Grain & Lbr. Co. They gave Wichita as their residence, but nothing was known of them there.

Bazine, Kan.—Aug. R. Reinhardt is contemplating the erection of a large elvtr. here in the spring if prospects are good. We have built a small warehouse to handle feed and seed. We also bot part of the sheds owned by the Humburg Lbr. Co., and will handle coal on a small scale. At one time there was a Farmers Equity Co. here, but it broke up. This company has nothing to do with the former company. They are two different firms.—Farmers motor and a corn mill have been installed.

Ellsworth, Kan.—The elvtrs. of the Ellsworth Mill & Elvtr. Co. and C. H. Veatch burned on the morning of Mar. 21. As the elvtrs. were a block apart and the fires started at the same time incendiarianism is suspected. The elvtr. of the Ellsworth Mill & Elvtr. Co. took fire at 8:30 a. m., the first indication being dense clouds of smoke which were seen coming from the building with no sign of flames on any side. About 1 car of corn was in this building, and the greater part of it was ruined. The fire began in the elvtr. of C. H. Veatch at 10:00 a. m., and while it was completely ruined it was not entirely destroyed by the flames. This house was empty, we believe. As in the case of our elvtr., a great volume of smoke issued from the Veatch elvtr. before any blaze was seen.—Ellsworth Mill & Elvtr. Co., H. Work, pres.

## KENTUCKY

Louisville, Ky.—The elvtr. of the Kentucky Public Elvtr. Co., which is now being constructed, will have a capacity of 300,000 bus. instead of 500,000 bus. as in the old plant which burned last year. The big storage tanks, which have a capacity of 430,000 bus., will also be somewhat reduced when the repairs are made and new concrete rings are inserted inside to strengthen them. It was planned to have the work completed this spring in time for the spring wheat crop, but weather conditions were such for several months last winter that it was impossible to carry on the concrete work. However, it is hoped the work will be completed about August or September in time to take care of the corn crop.

## LOUISIANA

New Orleans, La.—I am contemplating installing a bean cleaner and bean drier.—J. R. Tallant.

Newelton, La.—Oscar Jones, who has been in the grain business here for several years, has accepted a government position in grain work. He will go to Portland, Ore., where he will assist in devising means of handling the enormous western grain crops in bulk instead of in sacks as is customary.

Monroe, La.—The Monroe Mill & Elvtr. Co. has been formed and contract has been let for the construction of a warehouse, 80x110 feet, on ground recently purchased by the company. Z. R. Lawhon, of the Shreveport Mill & Elvtr. Co., of Shreveport, is interested in the new company, which is a branch of the Shreveport organization. D. F. Overdyke, of Shreveport, probably will be mgr. for the local company.

## MARYLAND

Myersville, Md.—The Farmers Mutual Exchange will enlarge its elvtr.—X.

Carrollton, Md.—The elvtr. and mill of William Long has been bot by Wilson L. Crouse, of Middleburg. Wilford Crouse, a son of the new owner, will have charge of the plant.

## BALTIMORE LETTER.

Martin Meyerdirck, a member of the Chamber of Commerce, died recently.

John Ament has made application for membership in the Chamber of Commerce.

## MICHIGAN

Brent Creek, Mich.—The Farmers Co-operative Elvtr. Co., of New Lothrop, will build a grain elvtr. here this spring.

Rhodes, Mich.—E. R. Reithmiller is pres. and Henry A. Schultz is sec'y-treas. of this company.—Rhodes Elvtr. Co.

We are indebted to the Michigan Bean Jobbers Ass'n for a copy of the report of the proceedings of its midwinter meeting, held at Detroit, Jan. 31.

Swartz Creek, Mich.—Farmers in this community are contemplating organizing a grain, livestock and produce company, to be conducted on a co-operative basis.

Corunna, Mich.—The Farmers Co-operative Elvtr. Co. has shut down its bean house at this place. Operations will be resumed as soon as business warrants it.

Grand Rapids, Mich.—Offices of the Grand Rapids Weighing & Inspection Buro, organized by the Grand Rapids grain and mlg. interests, have been opened in the Ass'n of Commerce building. B. R. McEachern will be mgr.

Freeport, Mich.—This company has increased its capital stock to \$10,000, has installed 2 new engines, of 15 and 25h.p., respectively, and has given the elvtr. a general overhauling.—Freeport Farmers Elvtr. Co., H. H. Rensch, sec'y-mgr.

Montrose, Mich.—There has been some talk of the organization of a farmers co-operative company to buy or build an elvtr and engage in the grain business, and I understand the new company plans to buy the elvtr. of the Saginaw Mlg. Co.—X.

## MINNESOTA

Holland, Minn.—Ben Roberts has succeeded Elmer Raph as agt. for the Atlas Elvtr. Co.

Hanley Falls, Minn.—I am now agt. for the Pacific Elvtr. Co. at this place, having been transferred from Akaska, S. D.—J. H. Vanderpool.

Luverne, Minn.—I have resigned as agt. for the E. A. Brown Co., and am now residing in Sioux Falls, S. D.—P. F. Murray.

Ihlen, Minn.—The elvtr. of the Northwestern Elvtr. Co. burned Mar. 5, together with about 20,000 bus. of grain. The building was valued at \$5,000.

Hatfield, Minn.—A farmers elvtr. company has been organized here and a building will be erected. Nick Nissen is pres. of the company, and J. W. Haulbrick is sec'y.

Hutchinson, Minn.—William Torrey, who succeeded me as agt. for the State Elvtr. Co., has since resigned, and Martin Paulson is now agt. for the company here.—H. Walker.

Lake City, Minn.—The farmers in this vicinity, who are forming a farmers co-operative elvtr. company, recently held a meeting and closed a deal whereby they became the owners of the elvtr. property of P. Beck & Sons.

Echols, Minn.—We are now operating an 8,000-bu. elvtr. on the M. & St. L. R. R. Our company was organized last fall, too late to build an elvtr., but we expect to erect one this summer. Our capital stock is \$10,000.—Echols Farmers Elvtr. Ass'n. C. T. Wilder, mgr.

St. Paul, Minn.—The Equity Co-operative Exchange plans to acquire about 50 elvtrs. in Minnesota, North Dakota, South Dakota and Montana. Some of the houses will be leased or purchased, while others will be built. The combined capacity of the elvtrs. will be about 2,000,000, with annual handling capacity of 7,500,000 bus. Negotiations are now under way for elvtrs. at Fessenden, Jamestown and Esmond, N. D., and Good Thunder, Minn., as well as at other points.

Luverne, Minn.—E. H. Moreland has purchased of Harry Miller, of Olin, Ia., his half interest in the Coffey-Miller Grain Co. of this city. The change in ownership took place immediately, but as the company is a corporation the firm name will be retained for the present at least. John Man-nigel, who has been mgr. of the company for the past year, purchased J. P. Coffey's half interest a few months ago. He will give his undivided attention to the business as much of Mr. Moreland's time is taken up with other duties.

## MINNEAPOLIS LETTER.

The Bartlett-Frazier Co., which recently bot out the Minnesota Grain Co., has bot the Gillfillan-Remund Co., and taken over all the employees. The Bartlett-Frazier Co. is now located in the Chamber of Commerce Annex. H. M. and Frank J. Schlosser will remain with the company.

Thomas H. Westmoreland, Henry E. Kuehn, and Charles B. Mills have applied for membership in the Chamber of Commerce.

Thomas G. Winter, pres. of the Winter-Truesdell-Ames Co., has left for France to do Red Cross work. Mr. Winter's daughter already is doing work abroad in war service.

Charles E. Lockerby has been appointed to membership on the Board of Arbitration of the Chamber of Commerce to fill the vacancy caused by the resignation of C. J. McCaull, who has been named a director.

Lieut. Charles J. Martin, of the U. S. Aviation Corps, and a son of J. R. Martin, of the Brooks Elvtr. Co., was married Mar. 16 to Miss Sybil Kneeland, daughter of E. W. Kneeland, mgr. of the British American Elvtr. Co., Ltd., of Winnipeg, Man.

The following memberships in the Chamber of Commerce have been transferred: From H. K. Sidle to Henry E. Kuehn; J. B. Gillfillan, Jr., to Chas. B. Mills. The following requests for transfer of membership have been posted: From E. R. Tuffree to W. M. Atkinson. Traveling representatives licenses have been issued to F. J. Schlosser and H. M. Schlosser to represent the Bartlett-Frazier Co.

Opposition of members of the Chamber of Commerce to a proposal to vest arbitrary powers in the board of directors for the period of the war resulted Mar. 7 in withdrawal of the proposed amendment to Rule X. The directors offered in substitution a resolution empowering the board to give effect immediately to any requests or suggestions that the Food Administration may make. This resolution will be voted on Mar. 25.

## MISSOURI

Smithville, Mo.—The Geo. T. Ector Mill & Elvtr. Co. recently put a 40-bbl. mill into operation.

Union, Mo.—A. J. Gorg, who owned an elvtr. at this place, died at his home in St. Louis Mar. 11.

Monett, Mo.—The Monett Mill & Elvtr. Co. is constructing an addition to its mill for the storage of corn.

Holden, Mo.—The Holden Mill & Elvtr. Co. has erected a corn crib, of 5,000-bu. capacity, on its property north of the mill.

Carrollton, Mo.—S. T. Harding will operate the new elvtr. to be erected within the next few weeks by O. A. Talbott & Co.

New Hampton, Mo.—A large amount of new machinery, including a large motor, is being installed in the plant of the Ebersole Elvtr. Co.

Blake sta. (Jamesport p. o.), Mo.—The Farmers Co-operative Ass'n met here recently and elected Will Caraway pres. and Orvie Caraway, sec'y.

Fairfax, Mo.—The Farmers Union is contemplating organizing a Farmers Grain Elvtr. Co. here in the near future.—Elwood Grain Co., L. F. W. Horstmann,

Dexter, Mo.—The Dexter Mill Co., which operates a mill and elvtr. here, will install new machinery in its plant. Lee Bowman is mgr. for the company.

Norborne, Mo.—The R. V. Seward Grain Co., of Kansas City, has bot the elvtr. of W. H. Perrine & Co. The plant will be rebuilt and a large brick warehouse will be erected.

Lamonte, Mo.—Johnston & Shacklett, buyers and sellers of grain and livestock, have filed a petition in voluntary bankruptcy. Wm. D. O'Bannon has been appointed trustee.

Dalton, Mo.—Bennett Bros. of Keytesville, who recently purchased our elvtrs. at this place, will retain the old firm name. Milton Bennett will manage the business.—Dalton Grain Co., J. K. Quick.

Deepwater, Mo.—Harry Eberting, 14 years old, suffered injury to his left hand at the elvtr. of the Deepwater Mill & Elvtr. Co. recently. The nail of the thumb was torn off and the flesh was badly lacerated.

Ash Grove, Mo.—The mill and elvtr. owned by John M. Sisk has been leased to a syndicate of Kansas City milling and grain men who will operate the plant under the name of the Ash Grove Mills with headquarters at Kansas City.

Salisbury, Mo.—This elvtr. has not been sold, but the unsold stock is being sold to members of the Missouri Farm Club Ass'n of this vicinity. The elvtr. undoubtedly will be run on a co-operative basis next year.—Farmers Elvtr. Co., R. Steging, sec'y.

Sikeston, Mo.—R. H. Maupin, who has been traffic mgr. for the Sikes-McMullin Grain Co., has gone to Washington, D. C., to accept a position with the government in the same line of work in which he was engaged here. L. E. Rambo, of Decatur Ill., will take his place in the office here.

Mt. Vernon, Mo.—Frank T. O'Neal and Earl Pugh have bot the interest of John T. Holland in the Holland-O'Neal Mlg. Co., which operates a mill and elvtr. here. The company will move its main offices to Springfield about May 1, and a warehouse will be built there. Earl W. Pugh will be mgr. at this place.

Albany, Mo.—The Kaw Mlg. Co., of Topeka, Kan., has leased the 200-bbl. flour mill of the Whaley Mlg. Co. here. The property is being converted into a corn products plant, which will be operated under the name of the Nicholson Products Co., as a branch of the Topeka concern. The additional machinery being installed will give the mill a daily capacity of 300 bbls. of corn flour and 200 bbls. of meal and other products.

## KANSAS CITY LETTER.

Frank F. Hayward, formerly of the Hayward Grain Co., has become identified with B. C. Christopher & Co., in the shipping dept't.

George H. Davis, pres. of the Ernst-Davis Grain Co., has accepted a nomination for election to the upper house of the city council.

James Everett Seaver, 67 years old, former pres. of the Board of Trade, and for 35 years a grain dealer here, died recently in Los Angeles, Cal.

Mrs. Sallie Moore, mother of B. C. Moore, of the Moore-Seaver Grain Co., died Mar. 6 after a brief illness. She was the widow of John W. Moore, former pres. of the Board of Trade.

J. F. McElvain, vice pres. of the Moffat Grain Co., was slugged and robbed recently by a driver of a motor car he had hired to take him home. He was left unconscious on the street with his pockets rifled. A diamond ring, valued at \$400, his gold watch, and \$10 in money were taken.

The Atlas Cereal Co., manufacturers of oat products, has let contract for a 6-story oatmeal mill and elvtr. of 150,000-bu. capacity, which will be built adjoining the company's present plant. The elvtr., which will be of concrete and steel construction, is expected to be ready in the fall. It will have a capacity of 1,000 bbls.

George I. Kimball, pres. of the Kimball Mlg. Co., died suddenly in Orlando, Fla., March 8. Mr. Kimball left here several weeks ago in the best of health. He had planned to take an auto trip in the South with his family, and died while seated in his automobile. He was a pioneer corn miller of this part of the state, his plant at Rosedale supplying the greater part of the corn goods used in this city.

A meeting of grain receivers interested in handling grain at this terminal, grain inspection departments and the railroads was called Mar. 15 by M. W. Rotchford, mgr. of the Western Demurrage and Storage Bureau, to consider the application of demurrage charges on cars which have been manifested, but which cannot be located by representatives of the inspection departments, and to develop the facts that lately many instances have occurred of attempted collection of demurrage by railroads where cars could not be located for sampling.

## ST. JOSEPH LETTER.

The Sloan-Simmons Grain Co. incorporated; capital stock, \$10,000; incorporators, B. V. Sloan, Venetta F. Sloan and W. F. Simmons, Jr. Offices have been opened in the Corby-Forsee Building, and the company will engage in the grain commission business on the Grain Exchange. Mr. Sloan was formerly located at Hiawatha, Kan., and Mr. Simmons has been a traveling solicitor for the Ernst-Davis Grain Co., of Kansas City.

## ST. LOUIS LETTER.

John C. Burks, a salesman for the Langenberg Bros. Grain Co., has been taken into the home office of the company.

J. J. Bagely, of Chicago, and W. G. Goy, of Tabor, Ia., have been admitted to membership in the Merchants Exchange.

C. P. Cummings, federal grain supervisor connected with the local office, has resigned to remove to Pittsfield, Ill., where he will become identified with the M. D. King Mlg. Co.

Walter Bain, who has been associated with Marshall Hall in the grain business for many years, died recently. At the time of his death Mr. Bain was in charge of the Burlington Elvtr. for the Marshall Hall Grain Co.

The National Board of the Farmers Society of Equity, at a meeting held in this city, decided to locate an exchange in Chicago or at this place, where farmers of the Mississippi Valley will be able to market their products on the co-operative plan.

## MONTANA

Cascade, Mont.—The Cascade Co-operative Equity Society contemplates selling its elvtr. and retiring from business.

Conrad, Mont.—We are planning to expand our business materially next season.—Farmers Exchange, Inc., P. J. Anderson, sec'y-treas.

Belt, Mont.—The elvtr. of the Rocky Mountain Elvtr. Co. will be reopened April 1 with J. G. Brady, formerly of Hedgesville, in charge.

Dillon, Mont.—The Beaverhead Mlg. & Elvtr. Co., of which George Stimpson is pres., has started work on the construction of a 125-bbl. mill to cost \$50,000.

Lewistown, Mont.—G. L. Friedlein, mgr. of the Farmers Elvtr. Co., who recently underwent an operation for appendicitis, is back on the job with more pep than ever.

Big Sandy, Mont.—Earl M. Allison now has charge of the grain dept't of the H. Earl Clack Co., and I have taken charge of the implement and hardware dept't.—W. D. Brewer.

Missoula, Mont.—C. F. Pride, sec'y-treas. of the Ravalli Cereal & Flour Mill Co., died suddenly of heart failure Mar. 13. Mr. Pride was 61 years old and had spent a great part of his life in the grain and milling business.

Cascade, Mont.—Wm. Stearmer, of the Cascade Mlg. & Elvtr. Co., has gone to Manhattan, where he will succeed Frank Doak as miller for the State Mlg. Co. Mr. Doak has left for Camp Lewis to join the national army.

Christina, Mont.—Thomas G. Jamieson, mgr. for the Christina Farmers Elvtr. Co., has received notice that he has passed the civil service examination for a position in the Office of Markets, and he is waiting for his appointment.

Roundup, Mont.—The Roundup Elvtr. Co. has filed notice of dissolution of its incorporation, and the business will be conducted as a co-partnership. I have been appointed mgr. for the Farmers Elvtr. Co., succeeding C. J. Holm.—H. A. Theda.

## NEBRASKA

Chester, Neb.—We are contemplating installing a gas engine in our elvtr.—Brown Lbr. Co.

Red Cloud, Neb.—The Farmers Union will build an elvtr. here.

Denton, Neb.—Clarence Scott is now mgr. for the Farmers Elvtr. Co.

Funk, Neb.—Lars Paulsen has accepted the position as mgr. of the Farmers Elvtr.

Firth, Neb.—A farmers elvtr. is being organized at this place.—Paul & Morris, Lincoln.

Sidney, Neb.—H. E. Robertson is the new mgr. of the elvtr. of the Central Grannies Co.

Ceresco, Neb.—I have succeeded W. H. Stephens as agt. for the Latta Grain Co.—Gus Brugger.

Davey, Neb.—The Farmers Co-operative Union has installed a new and larger engine at its elvtr.

Elba, Neb.—The elvtr. of Mr. Riness, for whom Vernon Snyder was agt., has been sold to H. B. Hansen.—X.

Stockham, Neb.—The Farmers Elvtr. Co., for which S. H. Riker is mgr., contemplates remodeling its elvtr. soon.

North Loup, Neb.—At a meeting held here recently the farmers decided to organize and build an elvtr.

Dixon, Neb.—A 50,000-bu. elvtr. will be built this spring by the Atlas Elvtr. Co., for which F. J. Hopkins is mgr.

Hartington, Neb.—We have equipped our elvtr. at this place with an electric motor.—Moseman-Heyne Co., Pender.

Emerson, Neb.—We have equipped our elvtr. at this place with an electric motor.—Moseman-Heyne Co., Pender.

Atlanta, Neb.—Sells & Rector have installed a new 15-h.p. gas engine in their elvtr.—A. G. Rector, Holdrege, Neb.

Bloomfield, Neb.—We are contemplating installing a manlift in our elvtr.—McCaull Webster Elvtr. Co., J. H. Grothe, agt.

Jansen, Neb.—Fred Kockrow, formerly of Benkleman, will succeed W. A. Leonard as agt. for the Jansen Equity Exchange.

Yanka sta. (Brainard p. o.), Neb.—W. J. Hunt, who recently sold his elvtr. to the Farmers Grain Co., will locate in Oregon.

Atlanta, Neb.—We will build a new engine room and install a 25-h.p. oil engine.—Atlanta Equity Exchange, Jas. Morrison, mgr.

Rockford, Neb.—The Wright-Leet Grain Co., of Lincoln, has sold out to the Farmers Co-operative Ass'n.—Paul & Morris, Lincoln.

Benkleman, Neb.—Fred Kockrow has removed to Jansen where he will have charge of the elvtr. of the Jansen Equity Exchange.

Hastings, Neb.—Dick Wood, who was formerly with Goffe & Carkener, of Kansas City, is now in a cantonment at Jacksonville, Fla.

Lincoln, Neb.—The Ewart Grain Co. is adding another drier unit to its plant, thereby doubling its drying capacity.—Paul & Morris.

Linwood, Neb.—The Dawson Grain Co. has sold its elvtr. to the Farmers Grain Co.—Nye-Schneider-Fowler Co., V. Proskovec, agt., Bruno.

Crab Orchard, Neb.—The Wright-Leet Grain Co., of Lincoln, has sold out to the Farmers Co-operative Ass'n.—Paul & Morris, Lincoln.

Emerald, Neb.—L. J. Hohnstein, formerly mgr. for the Farmers Elvtr. Co., of Harvard, will become mgr. for the local Farmers Elvtr. Co.

Bennet, Neb.—J. E. Magee is the new mgr. for the Duff Grain Co. here. J. D. Gardner, former mgr., is retiring to farm life.—Farmers Elvtr. Co., J. Higginbottom, mgr.

Curtis, Neb.—In the Neb. list of Grain Elevator Operators Peter Simpson is wrongly named as mgr. for the Curtis Mills, a branch of the Crete Mills. Mr. Simpson is no longer with us.—L. Aller, sec'y.

Grant, Neb.—Joe Landis has resigned as mgr. for the Grant Co-operative Union, and will leave soon for California.—A. G. Rector, Holdrege.

Harvard, Neb.—L. J. Hohnstein has resigned as mgr. for the Farmers Elvtr. Co. to accept a similar position at Emerald at an advanced salary.

Seneca, Neb.—The R. S. Proudft Co. has decided to build an elvtr. here, and is now making arrangements with the railroad company for a site.

Oconto, Neb.—A farmers organization, in which A. C. McLean, R. C. Franklin and others are interested, has bot the elvtr. of the Omaha Elvtr. Co.

Mason City, Neb.—The Farmers Grain & Livestock Shipping Ass'n incorporated; capital stock, \$5,000; incorporators, C. B. Lamb and F. G. Hall.

Scribner, Neb.—The Crowell Lbr. & Grain Co. will take down its elvtr. to make room for the new house of 50,000 bus. for which it has let contract.

Mason City, Neb.—Fire was started at the elvtr. of J. B. Tierney recently by a passing engine, but it was extinguished with loss of only about \$250.

David City, Neb.—The Farmers Grain Co. has purchased the elvtr. of the Schaaf Grain Co. at this place. H. O. Schaaf will be mgr. for the present.—X.

Fullerton, Neb.—The Farmers Union recently bot the old Omaha Elvtr., formerly under the management of J. N. Campbell. The consideration was \$4,500.

Berks sta. (Crete p. o.), Neb.—The elvtr., which the Farmers Co-operative Ass'n recently bot, is now open. Adolph Brt will have charge for the present.

Howe, Neb.—J. M. Hart, formerly mgr. for the Shannon Grain Co., at Davenport, has removed to this place, where he will have charge of a farmers elvtr.

Hastings, Neb.—N. E. Eusey, formerly mgr. for the Farmers Union Co-operative Ass'n at Fairfield, is now with the E. Stockham Grain Co. in this city.

Big Springs, Neb.—The Farmers Union Co-operative Co. is going to build a new elvtr. this summer. The location has not been decided upon.—Frank Dorn.

Milford, Neb.—I have sold my elvtr. to the Farmers Union Co-operative Ass'n, and will give possession as soon as I can get the house cleaned out.—A. J. Gumbel.

Fairfield, Neb.—Leon Lupher has removed from this place to Foley sta. (David City p. o.) where he is mgr. for the Nebraska Elvtr. Co.—J. B. Reemts, Foley sta.

Douglas, Neb.—Merrell Waymier is agt. for the Bartling Grain Co., at this place. I am mgr. for the Farmers Elvtr. Co. here. Our elvtr. has a capacity of 22,500 bus.—F. N. Robb.

Bellwood, Neb.—J. B. Reemts, formerly assistant mgr. for the Farmers Grain Co., at this place, has removed to Foley sta. (David City p. o.) where he is mgr. for the same company.

Shestak sta. (Crete p. o.), Neb.—I am mgr. for the Big Blue Farmers Union Co-operative Ass'n, which recently bot the elvtr. of the Crete Mills at this place.—E. M. Kubicek.

Mead, Neb.—John Eskildson, formerly mgr. of the Farmers Grain Co. at Foley sta., is now in charge of the elvtr. of the Farmers Co-operative Co. here.—J. B. Reemts, Foley sta.

Abie, Neb.—We are going to install a new 15-h.p. engine. We also intend to make repairs amounting to about \$500 this spring.—Abie Farmers Grain & Lbr. Co., J. M. Uridil, mgr.

Friend, Neb.—S. H. Gaut, formerly mgr. for the Nebraska Elvtr. Co. at Foley sta., has removed to this place, where he will be employed by the same company.—J. B. Reemts, Foley sta.

Melia sta. (Gretna p. o.), Neb.—We are now operating the elvtr. which we bot from the J. M. Adams Grain Co. a short time ago.—Adams-Whyte Grain Co., Omaha, Joseph Whyte, sec'y-mgr.

Davenport, Neb.—J. M. Hart, formerly mgr. for the Shannon Grain Co. at this place, has removed to Howe, where he will have charge of a farmers elvtr. Robert Sien will succeed him here.

Crete, Neb.—In the Neb. list of Grain Elevator Operators H. A. Butler is listed as mgr. of the Crete Mills. Mr. Butler is not our mgr. He handles the flour and is our sales mgr.—L. Aller, sec'y.

Arlington, Neb.—A company has been organized here for the purpose of buying out the business of the Octavia Lbr. & Grain Co. The new company will be known as the Farmers Elvtr. Co.

Humphrey, Neb.—A meeting of the farmers of this community and the business men of the city was held recently in the Cornlea State Bank for the purpose of organizing the Farmers Elvtr. Co.

Harvard, Neb.—L. J. Hoenstein, who has been mgr. for the Farmers Union Co., has resigned and Thos. A. Siefken, who was formerly mgr., has taken charge of the business until a mgr. is chosen.

Henderson, Neb.—We will build a new fence around the elvtr. which we recently bot from the Updike Grain Co. E. H. Pauley is sec'y of this company.—Henderson Grain Co., J. J. Hubert, pres. and mgr.

Pilger, Neb.—We sold our lumber, grain and coal business recently to the Matheson Lbr. Co., of Elkhorn, Wis. The Farmers Union is contemplating building an elvtr. here soon.—Munger & Co., Wm. E. Munger.

Syracuse, Neb.—Articles of incorporation have been filed for the Farmers Elvtr. Co., with a capital stock of \$50,000. The company will handle grains, foodstuffs and lumber, also farm implements, and mill and elvtr. machinery.

Dunbar, Neb.—The Dunbar Grain Co. incorporated; capital stock, \$25,000; C. J. Mullis, pres.; J. P. Baker, vice pres.; W. G. Hall, sec'y; Thomas Murray, treas. R. A. Friend, formerly of Tennant, Ia., will be mgr. for the company.

Sterling, Neb.—Farmers in this community have organized a co-operative elvtr. company. Fred Conkel was elected pres. and Gerald Wehmer, sec'y. The company will be capitalized for \$50,000, and has bot the elvtr. of C. B. Tripp.

Wausa, Neb.—After 17 years in the grain business I have resigned my position with the Dolphin-Jones Grain Co. I am going on my farm in Aurora county, near White Lake, S. D. C. P. Johnson is the new agt. for the company.—C. J. Johnson.

Hastings, Neb.—The Koehler-Twidale Elvtr. Co. has installed the Armour Grain Co.'s wire and will conduct this business in connection with their elvtr. business, with A. J. Orth as mgr. of the new dep't. Wm. Hall is the telegraph operator.

Gurley, Neb.—I understand W. E. Swartzlander, of Sidney, has let contract for a 20,000-bu. house to be built here this summer. Another party is contemplating putting in a flour mill at this place this spring.—Farmers Union Co-operative Ass'n, W. H. Tiger, agt.

Elmwood, Neb.—J. H. Rogge, of J. H. Rogge & Co., announces that the Union Lbr. Co. will build a new elvtr. at this place. The elvtr. will probably be built of cement or steel and will be made absolutely fireproof. He expects it to be ready for next year's crop.

Bennington, Neb.—This company, which was recently incorporated, has bot an elvtr. of 20,000 bus. capacity and will engage in business Mar. 30. Jacob Sass is pres., and a mgr. has not been employed.—Farmers Union Co-operative Merc. Co., Chas. Grau, sec'y.

Eagle, Neb.—I have taken down my old elvtr., and have just completed a 40,000-bu. up-to-date cribbed iron clad house. It is equipped with cleaner, 1,500-bu. Richardson Automatic Scale, two legs with 6x11 buckets, manlift and 2 dumps. Office and engine room are detached from the elvtr. and built of concrete and cement blocks. Power is furnished by a 20-h.p. oil engine. The Birchard Construction Co. had the contract.—Geo. Trunkenbolz.

Colon, Neb.—The Nye-Schneider-Fowler Co. has an elvtr. here of 30,000-bu. capacity. Albert Syverson is mgr. We have just built a new elvtr. of 35,000-bu. capacity, of the latest type. We handle grain, coal and livestock.—Farmers Union Co-operative Ass'n, L. E. Wise, mgr.

Snyder, Neb.—At the recent annual meeting of the stockholders of this company it was decided to build a new lumber shed and office and to install some new machinery in our mill. The writer succeeded G. M. Talbert as mgr. Jan. 1.—Farmers Union Mfg. & Grain Co., Arthur Bleyhl, mgr.

Milford, Neb.—The Farmers Union Co-operative Elvtr. Co. has been incorporated with capital stock of \$25,000. W. B. Stoltz is pres. of the company, and W. J. Seeley is sec'y. The company will engage in the grain business and contemplates buying one of the elvtrs. on the C. B. & Q. R. R.—A. J. Gumbel.

Murray, Neb.—My elvtr. at this place was destroyed by fire about 7 a. m. on Mar. 11. About 4,500 bus. of corn and 750 bus. of wheat were burned. The origin of the fire is not known, but it probably was caused by a spark from a passing locomotive. Will doubtless rebuild.—A. B. Wilson, Nebraska City.

Fairfield, Neb.—Leon Lupher has removed from this place to Foley sta. (David City p. o.), where he is mgr. for the Nebraska Elvtr. Co. C. W. Franks is the new mgr. for the Farmers Union Co-operative Ass'n here. N. E. Eusey, former mgr. for the Farmers Union Co-operative Ass'n, is now with the E. Stockham Grain Co. at Hastings.

Abdal sta. (Superior p. o.), Neb.—I. Manion hasn't been mgr. here for over a year, when I succeeded him temporarily. We are improving our elvtr. by installing an automatic scale and manlift, lining bins with sheet steel, lowering dump floor and installing cement floor in dump; also building cribs for ear corn.—Farmers Union Elvtr. Co., Peter Hanson, sec'y and mgr.

Foley sta. (David City p. o.), Neb.—I am now mgr. for the Farmers Grain Co. at this place, and was formerly assistant mgr. for the same company at Bellwood. John Eskildson, former mgr. for the company here, has removed to Mead, where he has charge of the elvtr. of the Farmers Co-operative Co. Leon Lupher, of Fairfield, is the new mgr. for the Nebraska Elvtr. Co. here. S. H. Gaut, the former mgr., has been transferred to Friend where he will work for the same company.—J. B. Reemts.

## NEW ENGLAND

Dighton, Mass.—The grain business of C. H. Smith has been sold to J. Cushing, of Fitchburg.

Lancaster, N. H.—The Frank Smith Co. is installing new machinery in its grain and milling plant.

Boston, Mass.—D. L. Hamilton has been admitted to membership in the Chamber of Commerce.—S.

Webster, Mass.—The office of William W. Holmes, a grain dealer, was robbed recently and about \$135 was taken.

Lowell, Mass.—The Cady Building, together with a large amount of hay and grain owned by Wolder & Wotton, grain dealers, burned at noon Mar. 18. The fire started in some hay in the basement of the building. The canal flows on one side of the big building, so that firemen were obliged to fight the flames from the front only, and a strong wind threatened another wooden building occupied by Wolder & Wotton, but this was saved. The loss was between \$60,000 and \$75,000.—S.

## NEW YORK

Buffalo, N. Y.—On Mar. 1 I discontinued my grain commission and brokerage business under my own name, and became associated with the Urnston Grain Co. as mgr. of the grain commission dept.—Milton Crowe.

Friendship, N. Y.—The mill and grain elvtr. of O. R. Stillman was recently destroyed by fire. The fire is believed to have been caused by the explosion of a gasoline tank. The loss, which amounted to almost \$15,000, was partly covered by insurance.

Senator W. H. Gibbs, of Buffalo, has introduced a bill in the legislature to appropriate \$1,000,000 for the acquisition of a site and the construction by the state of a grain elvtr. at the Gowanus Bay barge canal terminal in Brooklyn.

## NEW YORK LETTER.

James Simpson, pres. of the New York Northern Grain Co., died Mar. 19 at Toronto, Ont. Mr. Simpson contracted pneumonia a week ago while on a business trip to Toronto and did not recover.

## NORTH DAKOTA

Minto, N. D.—The elvtr. of A. J. Miller has been sold.

Reeder, N. D.—B. W. Parker has resigned as mgr. for the Columbia Elvtr. Co.

Pisek, N. D.—B. J. Schnedar has taken over the elvtrs. of the St. Anthony & Dakota Elvtr. Co. at this place. Joe Pavak was the former mgr.

Dawson, N. D.—Tom Berryman, who was formerly mgr. for this company, has removed to Albert Lea, Minn. His successor has not been appointed.—Southside Farmers Union, Inc.

Clement, N. D.—The Clement Equity Exchange has been incorporated with a capital stock of \$15,000. Gust Strutz, of Oakes, is pres.—Fullerton Equity Elvtr. Co., C. E. Persinger, mgr., Fullerton.

Norway Spur (Oakes p. o.), N. D.—The Norway Spur Equity Exchange has been organized with a capital stock of \$15,000. A. F. Gramlow, of Oakes, is pres.—Fullerton Equity Elvtr. Co., C. E. Persinger, mgr., Fullerton.

Ellendale, N. D.—We operate a feed grinder in connection with our elvtr. here, and we are contemplating installing a cleaner to handle the grain before grinding to eliminate breakage of mill.—Ellendale Equity Union.

Ayr, N. D.—Some of the repairs to be made next month on our elvtr. are as follows: New foundation, new pan, pits, 2 new legs, manlift, platform dump scales, weighing out scale, new loading spout, and possibly other improvements.—International Elvtr. Co., F. R. Synce, agt.

## OHIO

Marion, O.—The report that I have bot the plant of the Ohio Roller Mills is incorrect.—H. M. Conger, Ashley.

Weston, O.—At the recent meeting of the Rural Grain Co. O. C. Craft was elected pres., and H. C. Mason, sec'y.

Cardington, O.—I have bot the mill and elvtr. at this place, and will take possession April 1.—H. M. Conger, Ashley.

Sugar Ridge, O.—The Sugar Ridge Grain Co. incorporated; capital stock, \$40,000; incorporators, J. W. Zimmerman, E. E. Carter and others.

Rockford, O.—The Rockford Grain Co. incorporated; capital stock, \$35,000; incorporators, Lewis S. Brandon, W. T. Palmer and others.

New Carlisle, O.—The New Carlisle Grain Co. incorporated; capital stock, \$25,000; incorporators, George M. Malsbary, Charles Mercer, Isaac Ulery, and others.

Fostoria, O.—Charles Franke has sold the mill and elvtr. which he has operated under the name of the Fostoria City Mills, together with adjoining property, to H. I. Kahle, of Ottawa.

Forest, O.—We are not going to remodel our mill, as was recently reported, but are installing a small corn flour and buckwheat mill of 10 bbls. daily capacity. All machinery is on the ground, and we expect to be in operation in 10 days. Will install a new boiler this spring.—Ash & Poling.

New Carlisle, O.—Chas. Mercer, who has been doing a grain business at this station under the style of C. Mercer & Son, has filed a voluntary petition in bankruptcy, listing assets amounting to \$6,338, liabilities at \$11,592.

Toledo, O.—J. A. Streicher, Chas. E. Patterson, John W. Luscombe, and P. M. Barnes have been admitted to membership in the Produce Exchange. The membership formerly held by John Steur has been posted for transfer to Leeds Mitchell, of Chicago.

Canal Winchester, O.—Having sold my elvtr. and coal business to Huston Swope & Co., of Amanda, O., I am retiring a while on account of ill health and will travel thru the Southwest in the hope of regaining it.—D. F. Taylor.

Fostoria, O.—The roof was torn off the elvtr. of the Mennel Mlg. Co. in the tornado which swept over northwestern Ohio Mar. 9. The damage is estimated at several thousand dollars. Tornado insurance was carried by the company.

North Baltimore, O.—J. L. Priddy, the grain dealer, had a miraculous escape from death recently when he was hit by a fast passenger train on the B. & O. 2 miles west of Bloomdale, and he is suffering from nervous shock.

West Manchester, O.—I am to be mgr. of the elvtrs. of Powell Bros. at Castine and this place, which will be the head office. We intend to change our equipment from steam to electric motor power and to install electric lights.—Geo. G. Williams.

Brown sta. (Rex p. o.), O.—J. A. Brubaker & Sons have sold their elvtr. to W. W. Morris and Joseph Studebaker. The new owners will take possession April 1, and the business will be conducted under the name of Morris & Studebaker, with Mr. Studebaker in charge.

Lorain, O.—The Lorain Mlg. Co. recently bot the elvtr. and grist mill of the Houff-McNeil Co., and a consolidation has been effected by the Lorain Mlg. Co. and the R. W. Mills Mlg. Co., the two being merged into one firm. The business will be conducted under the name of the Lorain Mlg. Co., of which Geo. Buell is pres., and C. W. Pomeroy, treas. and mgr.

## CINCINNATI LETTER.

William Retzsch, an old time member of the Chamber of Commerce, died suddenly Mar. 12 at the age of 83 years.

The elvtr., near the Cincinnati & Westwood R. R. in Westwood, the property of Chis Nielson, has been bot by William Niemeyer for about \$5,500.

Plans are now under consideration for the erection of a roof over the hay plugging yards in order that it may not be necessary to suspend the work during inclement weather.

Edward Hemes, who was in the draft and who left for Fort Oglethorpe, Ga., recently, was presented with a wrist watch by members of the grain trade at the Chamber of Commerce.

The Cincinnati Grain & Hay Exchange has filed articles of incorporation, its capital stock being placed at \$10,000. E. A. Fitzgerald, E. B. Terrill, Elmer Heile, C. A. Custer, Wm. R. McQuillan, John E. Collins, Jr., and W. A. Van Horn are the incorporators. The present quarters will be occupied until April 1, and executive offices have been opened in the Carew Building. The new organization has elected the following officers: Pres., E. A. Fitzgerald; 1st vice pres., E. B. Terrill; 2nd vice pres., W. E. McQuillan; sec'y-treas., C. S. Custer; executive sec'y, gen'l mgr. and chief of dep'ts, D. J. Schuh; traffic mgr., Sam S. Reeves. Directors elected for 3 years are: B. H. Wess, Murray Eisfelder, H. M. Brouse, W. A. Van Horn, C. S. Macquire; for 2 years, Albert Gowling, H. E. Richter, E. B. Terrill, John E. Collins, Jr., Elmer H. Heile; for 1 year, John H. Dorsel, E. A. Fitzgerald, C. S. Custer, Max Blumenthal and W. R. McQuillan. Several com'tes were appointed.

It is said that the Chamber of Commerce will continue its weighing and inspection dep't for the use of those members who have not become affiliated with the new organization known as the Cincinnati Grain & Hay Exchange. This will in effect make two grain markets in this city.

Francis E. Fleming, one of the oldest and best known grain dealers here, died Mar. 3, of a complication of ailments. Until a few months ago he was a member of the firm of Ellis & Fleming, which was organized in 1858. Later he became identified with Al. Gowling and A. C. Gale. Some time ago James W. Ellis retired and the old firm discontinued business. From its organization Mr. Fleming was a prominent member of the Grain & Hay Exchange.

## OKLAHOMA

Cherokee, Okla.—We are out of the grain business.—Hanna-Mansfield Grain Co.

Watonga, Okla.—The Watonga Grain Co. has let contract for the erection of a 30x 100-foot elvtr. at this place.

Muskogee, Okla.—The Davidson Mill & Elvtr. Co. has begun work on the construction of a new mill of 800 bbls. capacity.

Enid, Okla.—The Goltry Grain Co. incorporated; capital stock, \$25,000; incorporators, C. W. Goltry, J. H. Shaw and L. F. Goltry.

Durant, Okla.—The Durant Grain & Elvtr. Co. has let contract for the erection of a potato storage warehouse to cost \$20,000.

Glencoe, Okla.—The elvtr. of J. E. Audsley was recently destroyed by fire. Mr. Audsley recently disposed of his mill at Stillwater.

Shawnee, Okla.—The Shawnee Mill & Elvtr. Co. has installed new machinery in its plant, increasing its capacity on corn meal to 750 bbls. daily.

Texhoma, Okla.—I have sold my interest in the elvtr. here to J. W. Jordan, of Guymon, and it is now being operated as the J. W. Jordan Elvtr. Co.—J. E. Patton.

El Reno, Okla.—R. J. Anderson, local mgr. for the Canadian Mill & Elvtr. Co., who has been seriously ill for several weeks, is reported as much improved.

Enid, Okla.—J. H. Shaw has discontinued his grain business for the period of the war, and at present is engaged in the mining business at Baxter Springs, Kan.

Tyner sta. (Tonkawa p. o.), Okla.—The Blackwell Mill & Elvtr. Co. is building an elvtr. at this place, which is about 5 miles south of Blackwell.—G. M. Cassity, Tonkawa.

Norman, Okla.—The report that Reid & Hobaugh had sold their elvtr. to R. F. Ellinger is incorrect, as neither firm is in business here. R. F. Ellinger is in business at Noble.—X.

Fort Cobb, Okla.—I have been out of the grain business for several months. Am now in the cotton ginning business, and after April 1 I shall be located in Lindsay, Okla.—Geo. E. Estes.

Yewed sta. (Lambert p. o.), Okla.—We have had our 20,000-bu. tile elvtr. in operation for several months, and it has given us entire satisfaction.—E. W. McKibbin, mgr., Farmers Grain & Supply Co.

Supply, Okla.—The elvtr. of the Cozart Grain Co. has been sold to the Oklahoma City Mill & Elvtr. Co. The deal also included other elvtrs. owned by the Cozart Grain Co. on the W. F. & N. W. Ry.

Oklahoma City, Okla.—I took over the business of the Marshall Grain Co. at this city, Mr. Marshall returning to Watonga to manage his mill and elvtr. there. I will continue the business under my own name.—D. C. Kolp.

Cherokee, Okla.—F. E. Grim has resigned as agt. for the Bowersock Mills & Power Co. to become mgr. of the Fair Price Produce Co., in which he has bot an interest, and he will be succeeded by J. W. Grim, formerly of Hazelton, Kan.

Jet, Okla.—Farmers in this community recently held a meeting and organized a farmers elvtr. company. They intend to incorporate with a capital stock of \$10,000. R. W. Bell was elected temporary pres. and H. A. Deck, temporary sec'y-treas.

Tonkawa, Okla.—Jim Hutchins and I are both members of the County Council of Defense, and I am also Fuel Commissioner for this locality, hence we are kept pretty busy these times, but we are glad to be of service to our country.—G. M. Cassity.

Lambert, Okla.—We have purchased the 5,000-bu. capacity elvtr. of the Cox Henry Grain Co. here. Both this house and the one at Yewed sta. is under the management of the office at Yewed sta.—E. W. McKibbin, mgr., Farmers Grain & Supply Co.

El Reno, Okla.—George Wesley Tomlins, a former employe of the El Reno Mill & Elvtr. Co., was one of the American soldiers lost when the transport Tuscania was torpedoed Feb. 5. Mr. Tomlins was 24 years old, and entered training at Camp Travis last October. He had taken advantage of the opportunity offered by the government to obtain \$10,000 insurance on his life in favor of his mother. His father is also an employe of the El Reno Mill & Elvtr. Co. A memorial service was held at the First Methodist Church, of El Reno, Mar. 17, for Mr. Tomlins.

## OREGON

Redmond, Ore.—I have moved from Grant, Neb., to this place.—J. L. Landes.

Culver, Ore.—The Topping Implement & Grain Co. incorporated; capital stock, \$10,000.

Enterprise, Ore.—The elvtr. of the Wool Growers Warehouse Co. has been completed.

Pilot Rock, Ore.—Walter Hawks, mgr. of the Collins Warehouse, dropped dead recently while unloading a car.

Joseph, Ore.—The Farmers Union has decided to build an elvtr. here, but have not decided on the capacity.—X.

Haines, Ore.—Farmers in this locality are contemplating erecting an elvtr. with a capacity of from 25,000 to 30,000 bus.

Wilcox sta. (Kent p. o.), Ore.—There is no agt. at this place. Do not think there will be any elvtr. built here this year.—X.

Shaniko, Ore.—Farmers of Antelope, Ridgeway and Bake Oven are planning to unite and build a \$25,000 elvtr. at this place.

Milton, Ore.—Farmers in this community are figuring on buying the mill of Millers Bros. and building an elvtr.—F. S. Dement, Walla Walla.

Freewater, Ore.—We are building a 75,000-bu. concrete elvtr. here—Preston-Shaffer Mlg. Co., W. B. Shaffer, pres., Waitsburg, Wash.

Klondike, Ore.—A com'ite is getting subscriptions to erect a 25,000 to 30,000-bu. elvtr. at this place. Madison Cooper is a member of the com'ite.

Athena, Ore.—Preston, Shaffer & Co., of Waitsburg, Wash., contemplate building an elvtr. at this place and at Milton.—F. S. Dement, Walla Walla, Wash.

Ione, Ore.—The Farmers Elvtr. Co., recently organized by farmers of this section, has let contract for the erection of an elvtr. of 100,000-bu. capacity. The elvtr. will be of concrete construction, and will cost \$35,000.

Kent, Ore.—The Kent Elvtr. Co. has been incorporated here by farmers, with a capital stock of \$20,000. The company expects to build a wooden elvtr. of 50,000-bu. capacity, and to have it completed in time for the next harvest.—X.

The Dalles, Ore.—The Diamond Flour Mills, of this city, which in recent years have been operated by James Snipes & Sons, have been sold to Kerr, Gifford & Co., Inc., grain exporters of Portland. The new owners will improve and enlarge the mill and will make it of 500-bbl. capacity. E. L. Bashford, of Vancouver, Wash., will be the mgr. for the new owner.

Moro, Ore.—We intend to operate 2 bulk elvtrs.—Moro Co-operative Whr. Co., E. A. Race.

Gwendolen, Ore.—The Farmers Elvtr. Co. incorporated; capital stock, \$12,000; incorporators, E. S. Howland, Henry Stewart, and Mrs. M. J. Lynch.

Klamath Falls, Ore.—The farmers of this district are contemplating the erection of a farmers co-operative grain elvtr. on the new railroad, about 6 miles east of here.

Portland, Ore.—This company has incorporated with a capital stock of \$50,000, and has taken over the former Ryer Grain Co., which was doing business as a co-partnership.—Ryer Grain Co., F. L. Jeklin.

Jordan Siding (Ione p. o.), Ore.—The Jordan Elvtr. Co., recently organized by farmers, has let contract for the erection of an elvtr. of 100,000-bu. capacity. The elvtr. will be of concrete construction and will cost \$35,000.

Baker, Ore.—We are making arrangements to build a small elvtr. in connection with our mill here. We have not fully decided on the size or equipment, but it will probably be of 50,000 or 60,000-bu. capacity. M. S. Bond is pres. of the company.—Farmers Mlg. Co., A. J. Palmer, mgr.

Portland, Ore.—The Pacific Grain Co. has taken a 5-year lease on all the warehouses of the Elgin Forwarding Co., beginning May 1. This includes 2 warehouses at Wallowa, and 1 each at Lostine, Enterprise, and Joseph. At Lostine the new company also takes charge of the local flouring mill. A central office will be located at Enterprise, and local men will be in charge of each warehouse. The five warehouses have a combined capacity of 400,000 bus. of grain.

Corvallis, Ore.—There are very good prospects for the erection of elvtrs. for the handling of grain in bulk at each of the following places: Wilcox, Haines, North Powder, Friend, Gateway, Culver, Opal City, Mikkalo and Clem. In nearly every case the elvtr. is to be financed and operated by farmers. There may be a few instances where this is not true, but matters are not in definite shape yet to make a positive statement. In addition, elvtrs. are proposed at Weston, Downing, Red Bridge, Yoakum and Helix, all in Umatilla County, and all under the auspices of the Umatilla County Farmers Union, which has headquarters at the Farmers Union Grain Agency, Pendleton. In Western Oregon, there is prospect of an elvtr. being erected at Central Point by R. W. Elden, and interest is apparent at Dayton, Rickreall and St. Paul, all in the Willamette Valley.—Geo. R. Hyslop, professor farm crops, Oregon State Agricultural College.

## PENNSYLVANIA

Shippensburg, Pa.—Diehl, Omwake & Diehl have bot the elvtr. and coal plant of W. H. Fogelsanger. Adolph Heckman, now mgr. of the Western Maryland Elvtr. at Culbertson (Chambersburg p. o.) will be mgr. for the new owner.

Culbertson sta. (Chambersburg p. o.), Pa.—Adolph Heckman, mgr. of the Western Maryland Elvtr., will remove to Shippensburg, to become mgr. of the elvtr. recently purchased by Diehl, Omwake & Diehl, and he will be succeeded here by Walter Shatzer, of Chambersburg.

## PITTSBURGH LETTER.

The Jesse C. Stewart Co. has succeeded Jesse C. Stewart.—Jesse C. Stewart Co., E. C. Bassel.

The Grain and Hay Exchange has issued a bulletin calling attention to the unprecedented conditions existing on the local ear corn market, the number of cars of ear corn being diverted to elvtrs. for drying and shelling exceeding that of any previous time, and some of the elevators being from 2 weeks to 24 days behind on this work, and shippers are urged to keep away from this market any ear corn that

is liable to go out of condition until the present congestion is taken care of. There is said to be no outlet for the damaged ear corn as feeders and buyers refuse to take it at any price.

## PHILADELPHIA LETTER.

The firm of Brey & Sharpless has been established to conduct a grain, flour and feed business.

William R. Cornell has made application for membership in the Commercial Exchange.

A new grain elvtr. belonging to the Friehofer Baking Co. burned Mar. 7, the loss on the elvtr., malt crushers, flour mixers and other equipment and stock being \$50,000.

## SOUTH DAKOTA

Egan, S. D.—I am no longer in the grain business.—James H. Glow, formerly agt. Quaker Oats Co.

Akaska, S. D.—I have been transferred as agt. for the Pacific Elvtr. Co. from this place to Hanley, Minn., my successor here being Fred Snell.—J. H. Vanderpool.

Yankton, S. D.—The Farmers Union, of which Chas. Frick is pres. and Henry Brown is sec'y, will engage in the grain business. They expect to purchase one of the elvtrs. already built.—X.

## SOUTHEAST

Clarksburg, W. Va.—The Jesse C. Stewart Co. has succeeded Jesse C. Stewart.—Jesse C. Stewart Co., E. C. Bassel.

Florence, Ala.—The Lyle-Taylor Grain Co. will erect an elvtr. on the L. & N. and Southern Ry. tracks as soon as material can be obtained, and the work will be completed as soon as possible.—X.

Gadsden, Ala.—J. M. Smith & Co. have installed the machinery for their new grain mill. The cost was over \$7,000. The company now has a complete grain mill and elvtr. with a capacity of 7,000 bus. of corn.

Covington, Va.—This company, which was recently incorporated with a capital stock of \$50,000, will not handle grain at present altho our articles of incorporation entitle us to do so.—Virginia Sales Agency.

Mobile, Ala.—Contract has been let by the Mobile & Ohio R. R. to construct a conveyor for its elvtr. It is to be 650 feet long, and have an hourly capacity of 15,000 bus. The elvtr. will be operated electrically.

Dublin, Ga.—Sec'y Bartlett, of the Chamber of Commerce, has been instructed by the commissioners to endeavor to get an elvtr. for this point, and to assure any concern or person interested in building one of the hearty co-operation of the Chamber.

Beaufort, N. C.—We intend to deal in grain, hay and provisions, and expect to erect a mill for grinding corn meal and other corn products. For the present we shall store corn in brick warehouses.—Thomas Grain & Provision Co., Inc., Samuel A. Thomas, pres. and mgr.

Clarksburg, W. Va.—George Rodgers, who was formerly mgr. of the Jobbers Brokerage Co. of this city, has sold his interest in the business and will be succeeded by E. J. Stout, formerly of the Clarksburg Trust Co. Mr. Rodgers will remain a short time to acquaint Mr. Stout with the business.—Jesse C. Stewart Co., E. C. Bassel.

## TENNESSEE

Franklin, Tenn.—The S. M. Fleming Co. will begin the erection of a large grain elvtr., warehouse and corn mill in the near future. The contract has been awarded and it is expected to have it ready for this season's crop. The elvtr. will be equipped with the latest machinery and will have a large storage capacity.

Union City, Tenn.—Fire was discovered recently in a small concrete dust house at the elvtr. and mill of the Dahnke-Walker Mlg. Co. The house was filled with corn shucks and silks, and it was in this material that the fire started. It was extinguished with loss of about \$50.

## TEXAS

Quanah, Tex.—Newton Lassiter has purchased an interest in the Taylor Grain & Coal Co.

Texline, Tex.—I am planning to enter the mill and grain business again.—S. O. Penick.

Yoakum, Tex.—The Merchants Grain Co. has increased its capital stock from \$6,000 to \$12,000.

Corpus Christi, Tex.—W. K. Sheppard, formerly with the Taylor Grain & Elvtr. Co. is now in training at Camp Travis, San Antonio.

Longview, Tex.—The Farmers & Merchants Grain Co. incorporated; capital stock, \$2,500; incorporators, L. M. Bramlette, Ed Nelson and W. R. Bass.

Fort Worth, Tex.—The Hayes Grain & Com'n Co., of Little Rock, Ark., has been authorized to do business in Texas with headquarters in this city. Capital stock, \$100,000.

Amarillo, Tex.—We have made no addition to our elvtr., but on adjoining property we have built a new iron hay house for the handling of hay.—Panhandle Grain & Elvtr. Co.

## UTAH

Layton, Utah.—The Layton Mlg. & Elvtr. Co. has installed machinery in its plant for making whole wheat flour.

Brigham City, Utah.—The Brigham City Roller Mills Co., which operates an elvtr. in this city, has re-incorporated. Brigham Nelson is pres. and S. N. Lee is sec'y.

## WASHINGTON

Warden, Wash.—The White Dulaney Co. contemplates erecting an elvtr. here this season.—X.

Centralia, Wash.—The Farmers Feed & Supply Co. has started construction work on a warehouse.

Diamond, Wash.—The farmers here are organizing for an elvtr. They have elected W. M. Stipe pres.—X.

Rollins, Wash.—Farmers are equipping flat houses for handling bulk grain.—Rosalie Supply Co., Rosalie.

Withrow, Wash.—The Waterville Union Grain Co., of Waterville, will erect an elvtr. of 80,000-bus. capacity at this place.

Pomeroy, Wash.—Farmers in this vicinity will erect an elvtr. of 10,000-bus. capacity, \$9,000 having already been subscribed.

Alstow, Wash.—The Waterville Union Grain Co., of Waterville, will erect two elvtrs., of 30,000-bus. capacity each, at this place.

Sokulk, Wash.—The Sokulk Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, H. E. Kendall, C. E. Marple, and C. J. Flood.

Spring Valley, Wash.—We are contemplating making improvements in our elvtr. so as to be able to handle grain in bulk.—Farmers Warehouse Co.

Rosalie, Wash.—We are not building an elvtr. this year. M. W. Merritt is pres. of the company, and L. L. Calhoun, sec'y-treas.—Rosalie Supply Co., C. C. Shipley, assistant mgr.

Ritzwell, Wash.—Otis Leonard, a farmer living south of here, has let contract for a large elvtr. at this place. There are 2 large elvtrs. here now, and the O'Neil Grain Co. contemplates building another this year.

Seattle, Wash.—This company has incorporated with a capital stock of \$50,000, and has taken over the former Ryer Grain Co., which was doing business as a co-partnership.—Ryer Grain Co., F. L. Jeklin.

Prescott, Wash.—Elvtrs. were erected here by the Prescott Warehouse Co. and E. N. McCaw last season. The Portland Flour Mills Co. is said to be considering the erection of an elvtr. here this season.—Joseph Utter, mgr. Prescott Warehouse Co.

Waterville, Wash.—The Waterville Union Grain Co. is receiving bids for the erection of four elvtrs., one with a capacity of 80,000 bus., to be located here, one with the same capacity to be erected at Withrow, and two of 30,000-bus. capacity to be built at Alstow.

Mockonema sta. (Diamond p. o.), Wash.—There is a movement under way for an elvtr. at this place to be located on the O.-W. R. & N. Co. It is to be erected by a farmers union, which has been newly organized with Fred Schriber, of Colfax, as pres.—X.

Mabton, Wash.—The Mabton Elvtr. Co., which was recently incorporated, will build a 70,000-bu. elvtr. on the N. P. Ry. The material for the plant is expected soon, and it is planned to have it ready for operation in June in order that the crop of next fall may be handled. E. L. Mace is pres. and A. L. King sec'y of the company.—X.

Walla Walla, Wash.—The Northern Grain & Warehouse Co., of Portland, Ore., has purchased the flour mlg. plant of the Dement Bros. Co. for a consideration of \$200,000. The mill, which is the largest in Eastern Washington, has a daily capacity of 650 bbls. A new bulk elvtr., with a capacity of 160,000 bus. of wheat, and several country warehouses are included in the transaction.

Seattle, Wash.—Cecil H. Bacon, who for nearly 19 years has maintained the partnership which he formed with the late James E. Galbraith, known as the Galbraith-Bacon Co., recently announced his sale of all his interests in the company and his temporary retirement from business for a rest of several months. The big hay and grain house will continue along the usual lines of operation with Walter E. Galbraith as its pres.

## WISCONSIN

Markesan, Wis.—John Hull has installed a feed mill at his elvtr.

Berlin, Wis.—We have succeeded Stillman Wright & Co. at this place.—Wright Mlg. Co., G. C. Mariner, mgr.

Wisconsin barley dealers will find a letter of unusual interest from the State Inspector of Weights and Measures in "Letters" department of this number.

Seeley sta. (Hayward p. o.), Wis.—W. V. Silverthorn, of Hayward, is pres. of this company, and Jens Whrenholdt, of Hayward, is sec'y-treas.—Seeley Produce Co.

Clayton, Wis.—A new grain elvtr., warehouse and feed mill is to be built here by Fritz Anderson. The elvtr., which will be equipped with modern machinery, will be 32x100 feet.

Grand Marsh, Wis.—The Grand Marsh Lbr. Co. has purchased the elvtr. and warehouse of H. H. Peters & Son, and will conduct the business on the same basis as the previous owners.

Downing, Wis.—I removed here a short time ago, and erected a warehouse and mill on the site of the old Downing feed mill, which was destroyed by fire about a year ago.—L. E. Bergman.

Hillsboro, Wis.—The new concrete dam built during the summer of 1917 by the Vernon County Mlg. Co. to furnish power for its mill and elvtr. was damaged by high water Mar. 7.

Menomonie, Wis.—We have enlarged our corn meal dept and at the present time are able to turn out 150 bbls. of corn meal and corn flour per day. It has been necessary to install new cleaning machinery and also a sterilizing plant. We expect the installation to be completed by April 15th.—Wisconsin Mlg. Co., E. O. Wright, pres.

Albertville, Wis.—Stark & Co., of Chicago, contemplate building a potato and grain elvtr. at this place.

## MILWAUKEE LETTER.

The Armour Grain Co. will build a 6-story warehouse, 66x72 feet.

Thomas H. Dunner, a member of the Chamber of Commerce, died recently.

Le Roy D. Godfrey and William F. Lipert have been elected to membership in the Chamber of Commerce.

The National Distilling Co. will build a 2-story addition, 70x70 feet, to its plant, to be used as a vinegar generating house.

C. E. McDonald, a member of the Chamber of Commerce, and an employe of the Flanley Grain Co., has been called to the colors and now is in training at Camp Dodge, Des Moines, Ia.

Orvel N. Casper, who was formerly a grain sampler in the employ of the inspection dept of the Chamber of Commerce, and who enlisted in the army last July, was lost on the transport Tuscania when it was torpedoed Feb. 5.

George A. Schroeder, traffic mgr. of the Chamber of Commerce, was re-elected by the board of directors at the monthly meeting Mar. 12. At this meeting a resolution was adopted continuing the operation of the traffic buro for the ensuing year.

At the annual caucus of the Chamber of Commerce, held Mar. 16, the following nominations were made: For pres., Herman W. Ladish; 1st vice-pres., H. H. Peterson; 2nd vice-pres., H. M. Stratton; sec'y, H. A. Plumb; directors, Wm. E. Schroeder, Walter Stern, P. C. Kamm, L. L. Runkel, Frank S. Frost, James Mallon; board of arbitration, W. G. Kellogg, Charles Coughlin, A. L. Johnstone, Wm. Young Jr.; board of appeals, S. G. Courteen, W. M. Bell. The primary election was held Mar. 23, and the annual election will be held April 1.

A CAR containing 143,500 lbs. of corn, valued at \$4,305, and said to be the largest car ever received in Omaha, was unloaded in that market recently.

## T. W. Peterson Calling on Shippers.

Grain shippers in the territory tributary to Milwaukee will soon have an opportunity to grasp the glad hand of T. W. Peterson, who is now calling on the trade as the manager of the Peterson Grain Co. He was formerly manager of the Flanley Grain Co.'s Milwaukee office. He has made many friends who will be pleased to learn of his venture. He is soliciting consignments of grain to which he will give his personal attention.



T. W. Peterson, Milwaukee, Wis.

## Hearing on Illinois Intrastate Grain Rates.

Hearing on the complaint of the Peoria Board of Trade, in which discrimination against that city as a grain market is alleged by the existing schedules of grain rates, was begun before the State Public Utilities Commission of Illinois Mar. 12. All railroads and traction lines made defendants in this case appeared by counsel for whom A. T. Humbird acted as spokesman. The Peoria Board of Trade was represented by W. M. Hopkins.

An intervening petition on behalf of the Chicago Board of Trade was filed by J. S. Brown, traffic manager. Leave to intervene was granted Clifford Thorne, representing the National Council of Farmers Co-operative Ass'n. Examiner Slater, before whom the hearing was held, assured counsel for the complainants that the issues would not be changed in any way by the interventions.

In outlining the complaint Counsel Hopkins said Peoria was badly handicapped by the existing rate arrangement. He added that there does not appear to be any basis on which rates are made to the several competing markets, grain rates being commodity rates which as a rule are less than the maximum scale prescribed by the Commission, but as to Peoria the maximum scale is applied in many instances and where published rates are less than the maximum rates they are so to a less degree than as to the commodity rates for reaching other markets. The commission was asked to prescribe a basis on which the rates could be uniformly made.

The first witness called was J. L. Collier, traffic manager for the Peoria Board of Trade, who testified that the Illinois Distance tariff was applied to Peoria grain rates, but not to rates on grain to other markets.

He filed fourteen sets of blue prints, introduced as Exhibits I to XIV, inclusive, showing grain rates from Illinois points to Peoria, Chicago, East St. Louis and Cairo, or to such of these markets as were reached by the road for which the data was compiled, whether direct or over other rails than its own.

In explaining the exhibit dealing with Illinois Central grain rates witness said the rates to Peoria from all points shown, averaged, were 0.3c less than the distance tariff; to Cairo, 0.6c less; to East St. Louis, 1.3c; to Chicago, 1.1c; to Chicago, lake and rail, 2.1c. Of rates to Peoria 47% are less than the distance tariff; to Chicago, 65%; to Cairo, 85%; to East St. Louis, 77%, and to Chicago, lake and rail, 99%.

On the Illinois Traction lines rates to Peoria are 0.8c under the distance tariff; to Chicago, 0.1c; and to East St. Louis, 2.3c. An example was given. From Roberts to Peoria, a distance of 122 miles, the grain rate is 7.4c, which is 0.4c less than the distance tariff; to East St. Louis, 186 miles, the rate is 3.3c less than the distance tariff rate.

Rates from Chicago & North Western points shown on statement to Peoria are 0.2c less than the distance scale and to Chicago are 2.0c less than the distance scale.

On the Chicago & Alton rates to Peoria are 0.2c under the distance scale and to Chicago 0.8c less, to East St. Louis 0.8c less, to Chicago, lake and rail, 1.6c less. Rates on this line were termed reasonably fair with respect to Peoria and other state markets.

Baltimore & Ohio rates to Peoria were shown to be 0.5c under distance scale to Peoria; 0.6c under to Chicago; 0.9c under to Cairo, and 1.9c under to East St. Louis.

Rock Island rates to Peoria are 0.2c under distance scale; to Chicago, 1.1c under; to East St. Louis, 1.1c under. A comparison in one instance showed a rate 6.7c under distance scale for a 51 mile haul to Chicago and of 0.2c under on a 55 mile haul to Peoria.

T. P. & W. rates to Peoria are 0.3c under, to Chicago 1.1c under, to East St. Louis 1.0c under. This is a class B road.

C. I. & W. rate to East St. Louis and Chicago are 0.6c under the schedule and to Peoria are 1.9c over the distance scale.

No complaint was filed against the L. E. & W.

C. P. & St. L. rates to Peoria from stations shown are 0.7c under the distance scale; to Chicago, 1.4c; to East St. Louis, 1.4c. Of the rates to Peoria 61% of the rates are under the distance scale, to Chicago and East St. Louis 100% are under the scale.

N. & St. L. rates to Peoria are 0.2c less than the distance scale, to Chicago 1.2c less, and the rates to Chicago are joint through rates.

A. T. & S. F. rates to Peoria are 0.2c and to Chicago 0.6c less than the distance scale.

C. B. & Q. rates to Peoria are 1.1c, to Chicago 2.1c, to East St. Louis, 1.7c, and Chicago, lake and rail, 3.6c below the distance scale.

Big Four rates to Peoria are 0.4c less, to Chicago 1.7c over and to Cairo 2.8c under distance scale.

P. C. C. & St. L. rates to Peoria are 0.2c, to Chicago 1.0c below the distance scale.

Another exhibit introduced showed rates on the Big Four, Danvers, Ill., to Terre Haute, Ind., 148 miles, is 5.5c. Rates from Muncie to Terre Haute, 48 miles, and from all intermediate points the rate is the same. The rate from Danvers to Peoria is 4.8c, which is the full distance tariff. The distance is 35 miles. From Muncie, a distance of 114 miles, the rate is 7.5c.

A somewhat similar showing was made in the rates from Paris and Morton, on the P. C. C. & St. L., to Terre Haute and to Peoria.

Wm. Stacey, of the S. C. Bartlett Grain Co., Peoria, Ill., testified briefly, stating that rates to Peoria are relatively higher than rates to markets with which Peoria merchants must compete. Freight rates, he claimed, had much to do with fixing the value of grain at a country station which, ordinarily, was the price at the most favorable market less the freight charge to that market.

UNWISE AND INEFFICIENT railroad regulation and not unwise and inefficient railroad management produced existing conditions.

Stocks of flour in the United States and Canada Mar. 1 were 981,000 barrels, against 2,418,000 barrels a year ago; and stocks of wheat in second hands 58,027,000, against 194,029,000 bus., as reported by the Trade Bulletin.

AN EMBARGO announced Mar. 22 prohibits imports into the United States of breadstuffs other than wheat and wheat flour, all vegetables except peas, bean and lentils, all fruits except pineapples and bananas, all nuts except cocoanuts, hay, hops, oil cake and eggs. The purpose is to save shipping; and exceptions will be granted where this purpose will not be defeated.

## Supply Trade

ST. LOUIS, Mo.—Walter A. Zelnicker Supply Co. bulletins 235 and 238 are now ready for distribution to Journal readers who write requesting them.

DECATUR, ILL.—Twentieth Century Mill Mfg. Co. has been incorporated, with a capital stock of \$100,000. H. Andrews, F. J. and E. J. Temple are the incorporators.

SCHENECTADY, N. Y.—Readers of the Journal who have a complete file of General Electric Co. supply part bulletins, will find it to their advantage to send for the index of these bulletins. It will be sent free on request.

OWENSBORO, KY.—The Anglo-American Mill Co. has filed amended articles of incorporation, authorizing an increase in the capital stock of the company from \$1,000,000 to \$1,250,000. The last block of stock is to be preferred.

CHICAGO, ILL.—Following the election of a new board of directors at the annual meeting of the O'Gara Coal Co. it was announced that plans for the reorganization of the company and elimination of receivership were nearing completion.

CHICAGO, ILL.—Link-Belt Co. book No. 358, giving illustrated descriptions of its roller chains is now ready for mailing. This book will prove of special interest to Journal readers who operate motor trucks. Send for it.

ADVERTISING is obviously a factor of constantly increasing power in modern business and it very vitally affects the public in all its phases, particularly since the agencies for the dissemination of advertising have increased so remarkably in recent years. For business men, therefore, it is of the utmost importance that the highest standards should be applied to advertising as to business itself.—Woodrow Wilson.

BLOOMINGTON, ILL.—P. F. McAllister, for many years with the Burrell Engineering & Cons. Co., in charge of important work, has formed a partnership with H. Z. Ballinger, elevator builder, and henceforth the firm will devote its attention to designing and building grain elevators, installing driers and coal chutes. Both men have long been identified with the designing and erection of grain elevators so their success in this field is assured.

THE COMMUNITY MILL idea is only seven years old and already there are more than 1,300 American Marvel mills in active operation in the United States. Their large number has made it possible for their originator, the Anglo-American Mill Co., to build up a service organization to give operators of the American mills the benefit of an expert supervision that should enable each to get the best results. These mills are all complying with the requirements of the Food Administration as to yields obtained from the wheat.

EXTRACTION of oil from grain germs was the subject of a talk by a representative of the German War Com'te to the agriculturists and mill owners of Prussia. It was claimed that 1,321,000 gallons of oil had been obtained in this way in nine months by 40 per cent of the German mills. Grain germs are claimed to contain 10 to 12 per cent of oil, valuable for the production of margarine. After the oil is extracted the rest of the germ yields a valuable albuminous food.

## Feedstuffs

MISBRANDING cottonseed meal and cake shipped by the Roff Oil & Cotton Co., Roff, Okla., to Nebraska brought a fine of \$95. and costs.

FULPAID is filed by the Southern Feed Co., Inc., Newport News, Va., as a trademark descriptive of its stock feeds. Use is claimed since October, 1914.

FOR MISBRANDING cottonseed meal which the Apache Cotton Oil & Mfg. Co., Chickasha, Okla., shipped to Iowa, the district court imposed a fine of \$50.

ADULTERATION AND MISBRANDING cottonseed meal shipped to Iowa by the Southland Cotton Oil Co., Chandler, Okla., was penalized by a fine of \$200 and costs.

COTTONSEED MEAL shipped by Tecumseh Oil & Cotton Co., Tecumseh, Okla., shown by analysis to be incorrectly labeled and shipper was fined \$50 and costs on complaint by the Department of Agriculture.

LESS PROTEIN, ammonia, nitrogen and more fiber than shown by the label on a shipment of cottonseed meal made by the Magnum Cotton Oil Mill Co., Magnum, Okla., to Illinois was penalized by a fine of \$150 and costs.

ADULTERATION AND MISBRANDING cottonseed meal, shipped by the Cottonseed Products Co., Roff, Okla., to Iowa, was shown by analysis, the meal being low in protein and high in fiber content. Shipper was fined \$55.

COTTONSEED MEAL containing less protein and more fiber than declared on the label, caused the Department of Agriculture to impose a fine of \$25 and costs on Wooten-Burton Sales Co., Chickasha, Okla. The meal was shipped into Iowa.

CONDEMNATION AND FORFEITURE of 234 sacks of cottonseed feed, shipped by the Tennessee Fiber Co., Memphis, Tenn., to Kansas, was ordered because the weight was less than shown on the label. Goods were released on bond and condition that the true weight be shown.

OWL BRAND cottonseed meal shipped by the Choctaw Cotton Oil Co., Shawnee, Okla., to Iowa, was mislabeled in that the meal contained less protein and more fiber than claimed. Shipper paid a \$50 fine and costs.

OWL BRAND pure cottonseed meal, shipped by the Union Seed & Fertilizer Co., Fine Bluff, Ark., to Michigan was found to be misbranded in that it contained less ammonia, less protein, less nitrogen and more fiber than label declared. Shipper was fined \$50.

POULTRY feed shipped by Peter Black, Muncie, Ind., to John J. Badenoch Co., Chicago, was seized by the Government March 12 for examination. Shipper will be called on to answer a charge of sending condemned product in an interstate shipment. The shipment contained 60,000 lbs.

GOING one better, the Model Milling Co., Celina, O., reports loading out March 14 C. B. & Q. 45127 with 410 bales, 52,020 lbs. of good timothy hay, consigned to Cincinnati. This is the largest car ever loaded by the company, which does not think any one is able to show a heavier loading.

## Reduction in Mill Feed Prices.

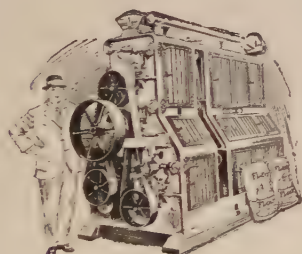
The Food Administration announced Mar. 18 that the margins formerly allowed to jobbers of mill feeds have been reduced in all states except those east of Ohio and north of Virginia and West Virginia to the following basis:

Jobbers in car lots, 50 cents a ton; in less than car lots, \$1; delivered to customer, \$1.50. Retailers, \$3; delivered, \$4. Millers may add a jobber's profit in selling to retailers and consumers in lots of one ton or more, and they may add a retailer's profit to the mill price in selling to consumers in less than one ton lots. These margins should bring all feed to the consumer at a maximum of \$4.50 over the mill price for the feed, which in the case of bran has already been established at 38 per cent of the cost of one ton of clean wheat at the mill, with differentials for other grades of wheat mill feed.

## Exports of Feedstuffs.

Exports of feedstuffs for December, 1917, and December, 1916, and totals for the two calendar years, as reported by the Bureau of Domestic and Foreign Commerce, are here given:

	December.		12 months.	
	1917.	1916.	1917.	1916.
Bran & middlings, tons	1,226	482	6,832	6,290
Dried grain & malt sprouts, tons	4	121	964	1,946
Millfeed, tons	2,938	5,164	22,074	43,413
Corn oil cake, lbs.	2,250	250	5,519,086	21,302,208
Ctnsd. oil meal, lbs.	23,100	71,584,441	280,013,565	1,027,329,780
Lins'd cake, lbs.	4,645,480		116,311,774	
Lins'd meal, lbs.	1,999,338		13,916,126	



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## Seeds

APPLETON, WIS., Mar. 21.—Plenty of seed grain excepting corn.—W. J. Jennison Co.

LUBBOCK, TEX., Mar. 9.—I am selling a large quantity of sudan grass seed.—H. A. Davidson.

LANCASTER, O., Mar. 12.—No good seed corn available in this community.—Shaw-Turner Co.

FIVE CARLOADS of timothy seed and 1,000 bus. of oats were delivered in Chicago on contract March 1.

ROSALIE, WASH., Mar. 9.—As far as we know our locality has plenty of seed.—Rosalie Supply Co., C. C. Shipley.

ARCANUM, O., Mar. 16.—Seed corn very scarce. Plenty of oats and spring barley for all seed purposes.—The John Smith Co.

MOVEMENT of seed and agricultural implements are to be facilitated in every way if instructions issued by Director McAdoo are carried out.

LINCOLN, NEB., Mar. 22.—Have one-half cnuf seed corn for local needs. Plenty of seed oats, and spring wheat for seed must be shipped in.—Foster Grain Co.

A VESSEL carrying a large quantity of English Dwarf Essex Rape seed, consigned to the Wing Seed Co., Mechanicsburg, O., was sunk by a German submarine.

INCORPORATION of the Kellogg Seed Co., with offices and warehouses in Milwaukee, is announced by Fred W. Kellogg, formerly vice president of the Courteen Seed Co.

WATERLOO, NEB., Mar. 21.—Have shipped in one car of velvet chaff wheat for seed. Have plenty of seed corn, and are well supplied on all other seeds at present.—Waterloo Elvtr. Co.

EVANSVILLE, IND.—W. H. Small, of the W. H. Small Seed Co., who fell down the elevator at the company's warehouse in this city several months ago and so shattered the bones in one of his legs that amputation of the limb was necessary, has about recovered.—C.

BIDS for the construction of a seven-story, 84x140 warehouse and 70x84 foot elevator, to be of reinforced concrete and brick construction thruout, are being received by the L. Teweles Seed Co., Milwaukee, Wis. The buildings will cost about \$250,000 when completed.

"HOW TO TEST SEED CORN," and why it should be tested is the subject of Circular 48, issued by the Agricultural Extension Service of the University of Missouri. It emphasizes the necessity of testing seed corn and illustrates many of the approved methods of doing the work.

SEED CORN prices for Iowa have been established by proclamation by Governor Harding, issued March 15. Corn of high germination selected from cribs shall be sold for \$4 a bushel; crib corn, carefully ear tested, \$10 a bushel. Corn of lower germination than that specified to be sold for \$4 a bu. must be sold for a correspondingly lower price.

SEED CORN is worth \$6 to \$10 a bu. but John A. Stephens, a Will County, Illinois, farmer is reported to be selling to his neighbors at \$4 a bu., because he has the "liking and respect of his neighbors and would not sacrifice it for the world." The corn has been examined by County Seed Administrator Fay Devereaux and is said to be exceptionally good.

ROUNDUP, MONT., Mar. 19.—Musselshell County has voted to issue bonds to the extent of \$100,000 to finance buying of seed by farmers. Seed oats are being shipped in. It is estimated that there is sufficient seed wheat in the county to care for local needs.—H. A. Theda, mgr. Farmers Elvtr. Co.

BARBERRY bushes should be grubbed out and burned before the buds unfold in the spring. Only the Japanese varieties do not harbor stem rust of wheat. War on the barberry bush has been declared by the Minnesota Experiment Station which holds that even the barberry bushes in the cities must be destroyed.

SPRING WHEAT does best in cool climates. Counties in Illinois north of a line connecting the southern boundaries of Kankakee and Mercer counties are within the spring wheat zone. South of this line the counties are usually considered out of the spring wheat belt but even in such counties a large acreage of spring wheat should be planted this year.

A PRICE INTERPRETING com'te for field seeds has been appointed by Food Administrator E. A. Peden of Houston, Tex., including Ben E. Clement as representative of the Texas Grain Dealers Ass'n. Meetings have been held at Austin and Houston, one of the topics being whether the selling price should be the fair market value or on the cost plus basis.

THE TRADE is hereby notified that they can have seed grain moved, likewise grain that is moving into localities or communities where supplies are dangerously low, by filing affidavit to that effect with the transportation department of the Food Administration Grain Corporation, 42 Broadway, New York City, and special attention will be given same.—J. J. Stream, Coarse Grain Administrator.

EVANSVILLE, IND.—The seed corn shortage in some of the counties in southern Indiana is still serious. In Cass County decision has been made to bring in 2 carloads of corn from Missouri. Many of the farmers in this section who have tested their corn find that much of the grain comes below the seeding standard. Not only is there a shortage of seed corn, but seed men in this city report there is a shortage of other seeds, and that this shortage will grow more serious as the season advances.—C.

TOLEDO SHIPMENTS of clover for the season now exceed combined carry-over and receipts. Theoretically this leaves Toledo without clover stocks. As the figures do not include some firms not reporting to exchange, or seed received off the street, the actual figures are different. There may be fair seed stocks actually in Toledo, but the figures show the result of the big demand. Season is now drawing to a close and demand may fall off at any time. Probably be enough seed to go around.—Southworth & Co.

A PLAN has been devised by the Department of Agriculture, in conjunction with allied seed and nursery stock interests, whereby shipments from all dealers in a single city will be pooled and forwarded in carload lots to a distant central point for further distribution by l. c. l. freight or express. When carload shipments are not practical, shippers will offer their shipments for the same general territory to a single carrier on the same day for consolidation into a carload to be carried to the furthest possible break bulk point. Agents of large seed and nursery stock centers are instructed to co-operate fully.

A COM'ITE headed by Dr. Frank W. Taussig, chairman of the tariff commission, has been appointed to head a com'te to investigate complaints that flour millers have not conformed to regulations in the sale of mill feeds. The com'te will be composed of a member of the Food Administration, a member of the Federal Trade Commission, a representative miller and a representative producer.

"WHY WISCONSIN SHOULD SOW SPRING WHEAT" is treated skillfully in Circular 101, issued by the Agricultural Extension Service of the University of Wisconsin. It shows the localities planted to spring wheat last year, the total yield being 3,095,000 bus., an average of 22 bus. per acre. The subject of seed selection is treated at length and the best varieties to plant are recommended.

STOCKS of red clover seed on hand Jan. 31, 1918, according to a survey by Seed Reporter were 29,043,633 lbs., which included 2,676,861 lbs. owned by foreign concerns and held for export, compared with 29,027,733 lbs. Jan. 31, 1917. Receipts of red clover seed, July 1 to Jan. 31, were 47,131,694 lbs., compared with 55,674,286 lbs. for the corresponding period of the preceding year. Total stock of alsike Jan. 31, 1918, was 10,549,245 lbs., compared with 6,158,671 on the same date in 1917. Receipts, July 1, 1917, to Jan. 31, 1918, inclusive, were 17,929,738 lbs., compared with 11,853,857 for the corresponding period of the preceding fiscal year. Of stocks of alsike on hand, 588,060 lbs. were owned by foreign concerns and held for export.

### From the Seed Trade.

SEATTLE, WASH., March 7.—Conditions in the state of Washington are rather peculiar and we do not believe that the high price of grains will affect the acreage devoted to grass seed to any material extent. That section of the state devoted to the growing of grass seed crops is not suitable for growing grains. In Eastern Washington in the wheat, barley and oat growing sections, the farmers don't know anything about growing anything other than grain. Stocks of clover, alsike, timothy, alfalfa, blue grass held are normal but, of course, on a high basis.—Chas. H. Lilly Co.

BRANDON, MAN.—So far as the acreage devoted to grass seed crops in our territory is concerned we believe this will largely depend upon the nature of the weather during the early spring

### Imports and Exports of Seeds.

Imports and exports of seeds for December, 1917, with comparative figures for December, 1916, and for the two calendar years, as reported by the Bureau of Domestic and Foreign Commerce, are here given:

	IMPORTS.			
	December, 1917.	1916.	12 months, 1917.	1916.
Flaxseed, bus.	1,171,404	400,925	9,394,287	13,098,004
Red clover, lbs.	23,602	350,440	3,966,685	30,159,880
Other clover, lbs.	562,057	1,052,819	7,914,323	10,773,900
Other grass seed, lbs.	259,557	944,045	6,277,510	10,204,444
Sugar beet, lbs.	3,111,135	21,134	15,422,076	19,024,829
	EXPORTS.			
	December, 1917.	1916.	12 months, 1917.	1916.
Flaxseed, bus.	4,194	16.	5,199	1,640
Clover, lbs.	2,375,019	1,097,865	8,735,298	6,049,990
Timothy, lbs.	2,167,769	2,012,979	13,880,925	12,428,140
Other grass seed, lbs.	890,414	949,210	5,427,090	4,120,544

months. If the weather is suitable for seeding a large proportion of grain crops we believe this will act adversely on the sowing of grass seeds. On the other hand, if spring is late and farmers are handicapped in sowing all the land they have ready with grain crops, in view of the insistent demand for greater production, it is very likely that the demand for grass seeds will be very much stimulated. Ordinarily we expect the demand to be normal.—A. E. McKenzie Co., Ltd.

**BEAVER DAM, WIS.**—The high price of grain is going to cause a larger acreage of it to be sown, and the corn acreage is the one that will be cut, due to some extent to high price and scarcity of good seed corn. I believe the usual amount of grass seed will be sown because of high price of hay. Stocks of grass seeds seem to be plentiful, though high in price. Wheat acreage will be increased considerable over last year, even though barley at present prices would be more profitable, but most farmers are looking at the \$2.20 guarantee set by the government, whereas barley may be low next fall, as many have the 1912 season in mind when barley went to \$1.35 in March and dropped to 50c after harvest.—H. E. Krueger.

## To Curb Seed Profiteering.

Allegations of extortionate prices asked for seeds have been received by both the Food Administration and the Department of Agriculture and are being investigated. Both departments of the government are asking for co-operation of the seed trade and of farmers, the latter being requested to report specific instances of overcharging. Before making such reports, however, it should be borne in

mind that seed prices are extraordinarily high and prices that would be unreasonable in normal times are not to be so characterized at this time.

## Supply and Distribution of Canadian Field Seeds.

Supplies of seed of cereal grains are being assembled in the government elevators at Calgary, Saskatoon, Moosejaw, Transcona, Port Arthur and Quebec. The grain is cleaned and held ready for distribution either in bulk or sacks, as may be required.

The Seed Purchasing Commission entrusted with this service, operates without a profit. Offices are maintained in Regina, Sask., and Quebec City, Quebec. The work is controlled and carried on under the direction of the Seed Purchasing Commission, Department of Agriculture, Ottawa, Ont.

At a conference with the wholesale seedmen at Toronto, Feb. 22, a method of co-operating with the wholesale seed trade was arranged and a program mapped for supplying seed corn. A com'ite representing the wholesalers has agreed to furnish all the ensilage seed corn Canada growers will require. Serving on this com'ite are: A. O. Hogg, Toronto; E. F. Crossland, Toronto; John Rennie, Toronto; Walter Bruce, Hamilton; W. McWilliams, Montreal, and J. O. Duke, Ruthven.

Seedmen have agreed to furnish seed corn at an advance of 5%, when sold in carload lots, and an advance of 7½% for smaller lots at wholesale. Corn prices are not fixed and will depend on the condition of the market.

## Grass Seed Purity.

A report by James W. Kellogg, Chief Chemist for the Department of Agriculture of Pennsylvania, shows results of analyses of 497 samples of agricultural seed, of which 276 were official samples from seedsmen and dealers. Average purity of each kind of seed from dealers exceeded the state requirement except in three cases where only one or two samples were examined.

An examination of 100 samples of red clover, for which the state standard of purity is 97 per cent. The samples examined showed 98.65% pure clover seed; 1% foreign seed and 0.35% inert matter. Reports on all seed showed only traces of dodder and Canada thistle, though one sample of red clover showed Canada thistles in proportion of 1 to 15,000. Lowest percentage of purity in red clover was 93.02%; highest 99.88%.

Alfalfa purity requirements also is 97%. Examination of 25 samples showed 99.63% pure seed; 0.17% foreign seeds, and 0.20% inert matter.

Requirements for timothy is 97% pure seed. Samples were secured from 47 seedsmen or dealers which showed 99.32% pure seed; 0.36% foreign seeds and 0.32% inert matter.

Purity requirement of alsike clover is 95%. Examination of 56 samples showed average purity of 96.67%; 2.89% foreign seeds, and 0.44% inert matter.

Requirement for white clover is 90%. Samples from six dealers were examined and disclosed 90.89% pure seed; 8.26% foreign seeds and 0.85% inert matter.

Purity requirement for Kentucky blue grass is 75%. The 8 samples examined showed 79.32% pure seed; 0.47% foreign seed and 20.21% inert matter.



# Sell Seeds That Grow

Grain Elevator Men, do you realize that it is to your advantage to supply your farmer patrons with high quality Grass Seed, Field Seeds and Seed Grain? The use of seeds that show high purity and good germination is important, and it would be well for you to order

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as early as possible to insure prompt shipment. Ascertain your requirements and let us hear from you promptly. Quotations and samples gladly furnished upon request.

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Timothy	Sweet Clover	Millet	Sowing Rape
White Clover	Red Clover	Hungarian	Sunflower
Alsike	Blue Grass	Orchard Grass	Rye Grass
Red Top	Alfalfa	Field Peas	Seed Grain, etc.

ASK FOR SAMPLES AND PRICES OF PURISCO WHITE SEED OATS AND SEED BARLEY

We are buyers of SEED CORN of good germination. We are endeavoring to co-operate with the Government in locating supplies of SEED CORN suitable for planting in northern sections. SEND SAMPLES of surplus stocks.

## The Illinois Seed Company

349-369 E. North Water Street

CHICAGO



## Supreme Court Decisions

**Valuation of Shipment.**—Where a railroad carries goods and charges are paid under an interstate rate demanding a certain valuation, the shipper cannot, by pleading ignorance of the law, schedules, contract, and bill of lading, recover damages upon a valuation calling for a higher rate.—*Dickerson v. Erie R. Co.* Supreme Court of New York. 169 N. Y. Supp. 5.

**Refusing to Extend Spur Track.**—A railroad cannot refuse to extend a spur track because the person desiring the spur will ship products from another state, his competitors shipping from intrastate points, resulting in a decrease in revenue on account of more inequitable interstate rates.—*W. & O. Ry. Co. v. F. S. Royster Guano Co.* Supreme Court of Appeals of Virginia. 94 S. E. 763.

**Error in Message.**—That sender and sendee of telegram arbitrated a loss caused by error in a message, before a board which decreed that they should share in loss equally, did not estop the sendee from suing the telegraph company. That sender of telegram paid to sendee half of loss caused by error in message did not render the telegraph company liable to sendee for less than the whole loss.—*W. U. Tel. Co. v. Love & Walters.* Court of Civil Appeals of Texas. 200 S. W. 889.

**Suit on Interstate Transaction.**—Where agent of Alabama corporation purchased cotton seed f. o. b. Como, Miss., mill weights to govern, for shipment to Alabama, where the mill was located and where the contract was required to be approved, it was an interstate transaction, and on failure to deliver the seed the corporation could sue and recover for breach of the contract in Mississippi, though it had not filed its articles and paid the fee required under Code 1906, § 935.—*Union Cotton Oil Co. v. Patterson.* Supreme Court of Mississippi. 77 Southern 795.

**Embargo No Defense.**—Where defendant agreed to sell grain sacks to plaintiff to be delivered in Seattle or Tacoma on a certain date at a certain price, based on present customs tariff, without mentioning the place from which shipments should be made, the fact that the government of Great Britain levied an embargo upon exportation from Canada of such sacks was no defense to action for damages by delay in shipment, though the seller's office was in Canada, since it was not alleged that the sacks could not have been procured in the United States or at some other point than Canada.—*Thomson & Stacy Co. v. Evans, Coleman & Evans.* Supreme Court of Washington. 170 Pac. 578.

**Contract by Correspondence.**—A brokerage company sold a car of beans to plaintiff subject to confirmation by defendant, and wired defendant, "Ship Hammett car CHP Two Twenty five delivered immediate confirm," to which defendant replied by telegraph, "All right confirm car choice two twenty five immediate shipment." It was undisputed that "CHP" meant choice hand-picked navy beans. Defendant confirmed its telegraph by letter, stating that the sale was at \$2.25 per bushel delivered and subject to the rules and grading of a bean jobbers' association. The rules of such association required the use of an official sales contract, which stated that prices named included cost and freight only, and that the order was not sold delivered. Held that, notwithstanding the omission of the word "delivered" from the reply telegram, the two telegrams constituted a complete contract, as the words "all right" and "confirm" in the reply message indicated acceptance of the offer, and the word "delivered" would be implied.—*M. J. Hart v. Hammett Grocer Co.* Supreme Court of Arkansas. 200 S. W. 795.

**Acceptance of Offer.**—Where the seller of carloads of oats by oral contract sent a memorandum of the sale to the buyers, reading, "This is a contract, and will be considered mutually binding, unless we are advised of nonacceptance by wire," whether the buyers' silence amounted to an assent was a question for the jury, and it could not be ruled as matter of law that, if the memorandum or confirmation of a previous oral contract were treated as an offer, it became a binding agreement from the failure of the buyers to reply.—*Cavanaugh v. D. W. Ranlet Co.* Supreme Judicial Court of Massachusetts. 118 N. E. 650.

**License or Inspection Fee.**—Code Supp. 1907, § 5077a8, defining concentrated commercial feeding stuffs, and section 5077a10, providing that before any manufacturer shall offer any such feeding stuffs for sale in the state he shall pay to the state food and dairy commission an inspection fee of 10 cents per ton and in lieu thereof shall pay a license fee of \$100, and that when he shall have paid such latter fee he shall affix a tag stating its payment, impose, by such latter clause, a "license fee," and not an inspection fee. Such license fee cannot be recovered by civil action in the absence of statutory authority, as the payment of a license fee is not obligatory, except in an alternative sense, as a condition precedent to the exercise of some privilege forbidden without a license, without the payment of which one cannot thereafter exercise the privilege without becoming criminally liable, and as the criminality would not imply a precedent promise to pay.—*State ex rel. Cosson, atty-gen. v. Shores-Mueller Co.* Supreme Court of Iowa. 166 N. W. 62.

**Charter and War Embargo.**—A sailing vessel was chartered to carry a cargo to a French port by a charter party, requiring prepayment of the freight and providing that "freight earned retained and irrevocable, vessel lost or not lost," the voyage was commenced, but the vessel was compelled by stress of weather to seek a port of refuge, and returned to New York, from which she sailed. After such return the Federal Exports Administrative Board placed an embargo on shipments by sailing vessels going through the war zone, which prevented a resumption of the voyage at that time. The owner compelled the charterer to unload the cargo, but refused to refund the freight paid. Held, that such action was a breach of the charter; that the rights of the parties were the same as though the voyage had not been commenced; that the freight was not earned, because the cargo was not forwarded, nor had the ship been lost; that under the charter the owner was bound to either forward the cargo or refund the freight money; and that, having elected to abandon the voyage and not to tranship the cargo, it was equitably liable in damages to the amount of the freight paid.—*The Allanwilde.* U. S. District Court, New Jersey. 247 Fed. 236.

FIVE MARKET highways have been planned by the Indiana State Highway Commission to form a continuous system of highways 898.6 miles in length. Three east and west routes are planned, one through South Bend, diverging south to Fort Wayne, one from Terre Haute east through Indianapolis, thence to the Ohio state line, one Lawrenceburg southeast to Mitchell, there branching to Vincennes on the Illinois state line and the other branch to Vanderburgh on the Ohio River. The north and south road starts at New Albany, on the Ohio River, and runs almost due north thru Indianapolis, Peru and South Bend to the Michigan state line. The Commission now has sufficient funds to construct about 200 miles of road and is planning to have the system completed in four years. The state will receive the co-operation of the Federal Government.

## Grain Carriers

THREE GONDOLA cars were loaded at Toledo, O., with oats and shipped over the Ohio Central Railroad.

IF THE RAILROADS quit paying taxes when the government takes them over, freight rates can be reduced by so much.

AN ORDER for \$100,000,000 of railroad equipment, freight cars and locomotives, will be placed as soon as the president signs the railroad bill.

STEALING a two bushel sack of beans from a L. E. & W. car, at Peru, Ind., brought Edward Kind, colored, a fine of \$175 and six months at the Indiana state farm.

CORN for export lost its preference over other traffic March 12, when preferences for the commodity were withdrawn. Shippers are working on domestic orders.

ON RECONSIDERATION the I. C. C. found rates on bulk corn in carloads from Homer, Neb., to Joplin, Mo., were illegal, as alleged by the M. King Elevator Co., and reparation was awarded.

COMPLAINT of Dewey Bros. Co., Xenia, O., that charges assessed by the Big Four on a carload of wheat shipped to New York were unreasonable and illegal, was dismissed by the I. C. C. Feb. 6.

OPENING of navigation on the Great Lakes may be delayed this spring because of unusually thick ice on Lake Superior and in the Soo Locks. In the latter the ice is 7 inches thicker this year than last.

THE McKenzie Co., of Taylorville, Ill., has filed suit for \$2,500 damages against the B. & O. to recover the loss on grain shipment delayed by the railroad company and allowed to spoil.

RATES on corn in carloads from Sheldon, Ia., to Kansas City, Mo., and Leavenworth, Kan., were not shown by the McCaull-Dinsmore Co. to be unreasonable or discriminatory and its complaint against the C., B. & Q. was dismissed.

A "LEAKING IN TRANSIT" suit has been filed by J. I. Bloese, Urbana, Ill., against the Pennsylvania Railroad, asking for \$91.71 to cover value of oats lost from a car shipped July 15, 1916, from Woodstock, Ill., to Hamburg, Pa.

WESTERN CARS cannot now be loaded for shipment of grain to eastern markets. Formerly permits could be secured for such shipments but the embargo has been tightened and shipment now can be made in cars furnished by the eastern roads only.

IN DISMISSING the complaint on the Flanley Grain Co., Sioux City, Ia., against the C., St. P., M. & O., the I. C. C. held rates on bulk corn in carloads, Hesper, Ia., to Atchison, Kan., were not shown to be unreasonable or prejudicial.

A CAR LOAD of wheat shipped by J. H. Shaw, a grain buyer of Enid, Okla., was wrecked in transit. The car contained 87,360 lbs., of which 46,870 lbs. were lost in the wreck. The shipment was refused by the Rickel Grain Co., at Salina, Kan., the consignee, and was diverted to St. Louis and sold at a loss. Shipper entered suit against the Chicago, Rock Island & Pacific for \$2,456.06, amount of loss alleged to have been sustained.

IN THE MATTER of the proposed cancellation of commodity rates on coarse grains in straight or mixed carloads, Montgomery, Ala., to Jackson, Miss., Investigation and Suspension Docket No. 1090, the I. C. C. found were justified and order of suspension was vacated.

RAILROADS getting the road haul of freight must furnish cars for industries served by switch lines, over whose rails the delivering or main line carrier is reached. This is in case the switching line is unable or refuses to supply the cars. Application should be made to the road getting the long haul.

RESTRICTIONS on movement of grain have been removed except on grain originating at Milwaukee, Chicago, Peoria, East St. Louis and St. Louis, grain from the points named being permitted to move east of the Ohio-Pennsylvania state line only on orders of the A. H. Smith, regional director of eastern railroads, or the Food Administration.

CANADA'S experience with high demurrage rates has been reduced to figures by the War Board of that country. The new rates, ranging from \$1 to \$5, were assessed on a maximum number of cars in August, 1917, the total for that month being 19,735, from this high point there was a drop to 15,071 cars in September of the same year.

RATES on grain screenings, involved in Investigation and Suspension Docket No. 1100, were not justified by the railroads in hearing before the I. C. C. and the suspension schedules were ordered canceled. Rates were promulgated by F. B. Boyd, agent, in supp. 29 to I. C. C. A-638 and 31 to I. C. C. A-638.

COMPLAINT filed by M. G. Rankin & Co., June 10, 1916, alleged that charges collected by the Rock Island railroad on shipment of cottonseed meal from Eldorado, Ark., to Colfax, Wis., were unreasonable and discriminatory. The I. C. C. found an overcharge had been made and ordered a refund but dismissed the complaint, holding the rates were reasonable.

A CHARGE for placing or spotting cars on industrial tracks is not contemplated by the Railroad Administration. Announcement that such a change might be made brought in over 2,000 letters and telegrams of protest. The idea originated in the tariff division as a suggestion and was widely circulated among shippers, bringing out strong opposition.

PROPOSED increase in rates on cottonseed cake, meal and hulls from points in Oklahoma on the Rock Island to points in Texas on the same road were not justified before the I. C. C., which suggested that commodity rates be established on basis prescribed in Railroad Commission of Louisiana v. A. H. T. Ry., 41, I. C. C. 83, 115. Complaint against the increase was filed by the Oklahoma Cottonseed Crusher Ass'n and carried as Investigation and Suspension Docket No. 1097 by the Commission.

IN DISMISSING complaint of J. Allen Smith & Co. v. Southern Ry. Co. et al., the I. C. C. held that charges collected on shipment of wheat from Chicago, Ill., to Knoxville, Tenn., milled and the products reshipped to various interstate points were not illegally assessed. It was held in this case, as in that of the Cairo Board of Trade v. the Big Four, that the allegations of unreasonableness and unjust discrimination were not considered because the necessary parties were not made defendants.

RATES on grain, grain products, hay and straw in carloads from points on the Oregon Short Line in Idaho, Utah, Wyoming and Oregon, to Butte, Mont., of which complaint was made by the Beebe Grain Co. et al., and the additional charges for switching to the complainant's industries at Butte, were held by the I. C. C. not to be unreasonable or unduly prejudicial. Also the increased rates on flour and millstuffs from Idaho points to Butte, Mont., were justified by the I. C. C., the case being decided Feb. 9.

FURTHER ACTION by the State Public Utilities Commission of Illinois in the matter of track clearances and clearances between tracks and elevators and other objects along the right of way, at a brief hearing March 12, was set for a convenient date following the adoption of a standard size freight car by the railroads, a matter now up for consideration. Final order, when entered, will not be retroactive, but the Commission will retain jurisdiction and for cause or upon complaint may order existing clearances widened to conform to the rules that ultimately shall be adopted.

RAILROADS operating in Illinois are endeavoring to convince the State Public Utilities Commission that commodity rates are not class rates. Last year a uniform advance of 5% was made in commodity rates which advance, the railroads claim, was fully justified by the order of the Commission of October 9. Protest was made against the advance and the first hearing was held February 6, 1918, and continued until March 12. After a brief discussion of the points involved the hearing was continued. Grain, moving on what the railroads term commodity rates, was affected by the advance.

DRAFTS DRAWN "at sight" or "on demand" with notation thereon to hold for arrival of goods, or instructions to that effect, are taxable as drafts drawn otherwise than at sight or on demand. Such drafts are taxable under the act of Oct. 3, 1917, and stamps must be affixed. In a previous ruling the Commissioner of Internal Revenue held such drafts to be exempt from the stamp tax.

POTATO FLOUR is to be made by the Idaho Products Co., Meridian, Idaho. This is the largest of the two mills, both located in Idaho, which shortly will make such flour, and will have an output of 150,000 lbs. daily. Five lbs. of potatoes will be used to make one lb. of flour.

## Clash on Grain Taxes.

Acting on the suggestion of the Portland, Ore., agent of the Food Administration Grain Corporation, warehousemen and farmers of Washington have informed tax assessors that wheat in store is being held for government account and is not subject to state taxation.

In conflict with that attitude is the order of the state tax commissioner directing all county assessors to assess grain on hand, notwithstanding its detention in the state by direction of the federal government. He holds the grain is not classed as government property but as personal property, and that it is the misfortune of the owners if they have been unable to move it out of the state.

Estimates place the amount of wheat on hand March 1 at about 9,000,000 bus. on which the state tax would be about \$25,000.

**The McCaull Dinsmore Co.**  
RECEIVERS-SHIPPIERS  
MINNEAPOLIS, MINN.

THERE are other publications, but there is only one

## Rosenbaum Review

If you wish inside facts concerning the grain business before you every Monday morning, you will subscribe now.

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## SHIPPIERS' CERTIFICATE of WEIGHT

Form 89 S.W.C. is endorsed by leading shippers associations. Especially adapted for use in connection with claims for Loss of Weight in Transit. Each ticket gives the following information:

Kind of scale used; Station; Car Number and Initials; Shipper's Name; —lbs. equal to —bus. of No.—; Datescales were tested and by whom; car thoroly examined and found to be in good condition and properly sealed when delivered to the ————R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

Printed in two colors of ink and numbered in duplicate. Seventy-five originals on Goldenrod Bond paper and 75 duplicates on tough pink manila. Well bound with heavy hinged press-board covers so book will open flat. Three sheets of carbon paper.

Order Form No. 89 SWC. Price \$1.00  
Grain Dealers Journal, Chicago, Ill.

## Patents Granted

**1,257,849. Latch for Grain Car Doors.** Edward W. Grogan, Byers, Tex. A brace bar notched at the ends is fitted with a latch to which a lever is attached pivotally at one end and designed to have its free end engaged in either notch in the brace bar with means for acting on the lever to hold the latch in position.

**1,258,217. Seed Corn Drier.** Joseph Hesse, Hartington, Neb. This is made of a metallic sheet with a plurality of V shaped cuts in the sheet, the material defined by the cuts being bent outwardly in opposite directions to provide a plurality of cob engaging prongs projecting from the faces of the sheet. The cuts in each row are alternately directed upward and downward, the bases being disposed in staggering relation to the adjacent cuts.

**1,257,816. Bag Filling Apparatus.** John Robert Cunningham, Chattanooga, Tenn. Below the hopper are two plates, thru which passes or is held the material to be measured and sacked. Cut-offs are provided for each plate, the lower one is closed, the upper opened and the material admitted to the measuring compartment. The upper opening then is closed and the lower opened, permitting the material to pass thru and into the bag thru the discharge chute.

**14,443. (Reissue) Apparatus for Feeding and Sewing Filled Sacks.** Dudley S. Seymour, Oak Park, Ill., assignor to Union Special Machine Co., Chicago, Ill. Application for reissue was filed Dec. 22, 1917, serial No. 208,504, original No. 1,210,218. The patent is reissued on an apparatus for feeding and sewing filled bags. The sewing head overhangs the framework and is provided with means for supporting, raising or lowering it and means for driving the stitching mechanism of the sewing head and the conveyor belt.

**1,257,320. Machine for Separating Seeds.** George F. Crippen, Ypsilanti, Mich. Seed is fed into a space between horizontally disposed rotary separating rolls, arranged at a slight incline from the horizontal. The rolls are driven in a circular path. In combination with the upright on the support is a picker roll deck, loosely embracing the support, means for rotating the deck, a series of picker rolls mounted on the deck, gears at the end of the picker rolls meshing with a stationary circular

gear, and incline feed discharging at the upper end of the upper end of the picker rolls and in substantial alignment therewith. Patent given on twenty-seven claims.

**1,257,376. Weighing Machine.** Herbert L. Merrick, Passaic, N. J. An integrating mechanism embodying therein an integrator, flexible and tensional traveling means, a depressible support for and subject to a load from said load carrying means, weighing means variably operative under the changing load, and tension load of said carrying means, whereby said load will be measured, balancing means operated from said weighing means whereby errors due to variance of the tension load upon said support will be automatically corrected, said weighing means including therein connections with said support and said integrator respectively, said balancing means including therein connections between said weighing means and said integrator respectively, a support for the unloading portion of said carrying means, and connections between said last named support and said balancing means.

GRAIN GROWERS of the northwestern states claim the grain standards in effect last year cost the farmers of that section of the country hundreds of thousands of dollars. Modifications so far made have been in favor of the producer. A meeting of grain producers was held at Helena, Mont., recently to formulate suggestions on grain grades to be placed before the Bureau of Markets.

## Books Received

**PARCEL POST** business methods is a careful study of the farm to consumer plan by C. C. Hawbaker and John W. Law, assistants in marketing by parcel post, which does not bear out the extravagant promises of Postmaster General Burleson. The authors state that "If routine is distasteful the farmer may never learn how to keep up a business relationship." "It is impracticable to market heavy products by parcel post." "Most purchasers prefer to see what they buy." "Many farmers have an erroneous idea as to the prices that city dwellers are willing to pay." "Distrust about prices have caused much dissatisfaction with direct marketing." Farmers Bulletin 922, Bureau of Markets, U. S. Dept. of Agriculture, Washington, D. C.

## Heavy Iron for Elevator Roofs and Siding.

A considerable part of the cost of metal roofs and siding is that of fitting and securing the sheets in place. This part of the cost is almost if not absolutely the same whether a 28 or a 22 gauge iron be used. It probably would be worth a little more to shape the heavier plates than the lighter ones, but doubtless no greater charge would be made for the work.

Cost per pound for the heavy sheets is less than for the light ones, particularly if galvanized plates are used, for the galvanizing cost would be the same in either instance. A square of 28 gauge steel or iron with  $2\frac{1}{2}$  inch corrugations weighs 84 lbs. A square of 22 gauge of the same description weighs 151 lbs., or 68 percent more than the 28 gauge. In a rough way it should cost not to exceed 50 percent more than for the lighter plates.

Cost of installation would be the same, or approximately the same, so the aggregate cost of the roof would not be increased 50 percent if the heavier plates are used.

The great trouble in the use of metal plates for roofs and sidings for elevators has been the letting of a contract on a fiercely competitive basis and awarding it to the lowest bidder. This puts a premium on the use of inferior materials and slovenly workmanship, with the owner of the building ultimately paying heavily for his initial "saving" in cost.

In buying metal siding and roofing it is well to bear in mind that normally a high class product usually bears the producers name or some readily distinguishing mark by which it can be identified.

Experts do not agree on whether "pure iron" or "copper steel" will last the longer or give the better service. Extensive tests are now being made to determine the relative value of these two kinds of plates and when the American Society of Testing Materials shall be ready to make its report authoritative information will be available and within reach of all concerned.

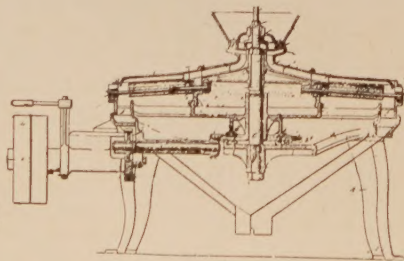
Pending the filing of that report it is well to bear two facts in mind when ordering or specifying metal roofs and sidings: Order heavy plates, under no circumstances thinner than No. 26, with a preference for 22 or 24; specify the product of some well known, reputable producer of plates who is proud of his product, labels it and stands ready to see that it makes good.

Do not buy plates sold under a hard and fast guarantee of unbelievably long service. The great problem of making plates from iron ore that effectively and for a great while resist rust and corrosion has not yet been solved. Great progress has been made and if the grain dealer will use heavy sheets of the best galvanized plates on the market he will find the service they give to be entirely satisfactory.

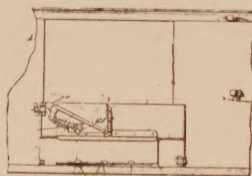
SEVERAL classes in wheat growing have been formed among farmers in Worcester County, Mass., under the direction County Farms Bureau. It is planned to raise a part of the wheat consumed in central Massachusetts on state farms this year. Wheat raising classes are to be formed in all of the farming communities in the county and the Grange and county farm bureau will aid. It is planned to handle the wheat crops in the elevators in this city in the fall.—S.



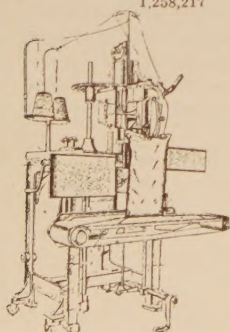
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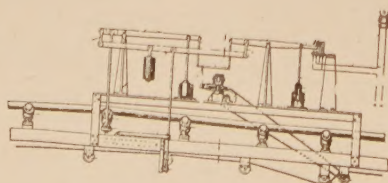
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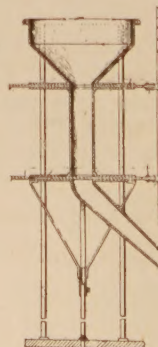
1,257,376



14,443



1,257,320



1,257,816

# The GRAIN DEALERS JOURNAL.

## Insurance Notes.

THE TEN PER CENT surcharge on fire insurance rates became effective in ten western states Mar. 18, and is intended to cover additional increased expenses and war taxes.

EVERY TELEPHONE company doing business in Ohio is directed by the terms of a blanket order issued by State Fire Marshal Fleming to equip all lines entering warehouses, flour mills, grain elevators and other buildings in which food is stored with lightning arresters and adequate fuses. Fires might occur as a result of the absence of arresters but few elevators are without them.

FOOD SUPPLIES destroyed by fire are a net national loss which cannot be covered by any insurance. After enunciating that principle, Imri Zumwalt, Deputy Fire Marshal of Kansas, says owners of warehouses, grain elevators and other food repositories do not appear fully to appreciate the disaster a fire means.

J. R. STAFFORD, head of the Stafford Grain Co., at Cincinnati, O., was arrested Mar. 13 for failure to obey orders issued by the state fire marshal to eliminate a fire hazard at the elevator. Dec. 11 Mr. Stafford was given 30 days to make certain repairs about the elevator but failed to comply with the order. In municipal court, Mar. 15, Mr. Stafford was ordered to begin making repairs by Mar. 20.

"NO MAN should use an oil stove. No more for me," writes Kirby White, of Harrod, O., whose office recently was slightly damaged by a fire caused by an oil stove. He was absent from the office a few moments and returned to find the fire under way. It was a close call and a heavy loss was escaped by a narrow margin. Mr. White now is using a fire-proof flue which is drawing nicely.

WHO IS PROFITEERING? We have some rice dealers and brokers in this country who have been in the business for years. They have a valuable knowledge of rice; in fact they are the best in the world in their line. Yet when the government bought a million bags of rice the order was placed through the Export Wheat Co., who, so far as we are able to learn, are rank outsiders. Some people want to know why the order was not placed through some of our reliable and recognized rice dealers, or direct to the mills. —*Rice Journal.*

MALTSTERS and manufacturers of Great Britain, holding licenses from the Food Controller, and dealers buying for resale, may not pay more than 62s 9d per quarter of 448 lbs. for undried, home-grown barley, except that Clause 5 of the original order provides for certain additions to the maximum prices to cover allowances to dealers. The rule became effective March 1.

## WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

J. A. KING, President GEO. A. WELLS, Secretary

Write for Information  
Regarding Short Term Grain Insurance

GREAT BRITAIN is revolving the details of a national system of grain elevators. The proposal contemplates providing storage for 5,000,000 quarters at ports with smaller elevators in agricultural centers. The matter was brought before the Asquith government by a statement by J. Hay Thorburn, who declares the work must be taken up on the basis of a definite business proposal and the work entrusted to those who understand what is wanted and how it may be provided.

LICENSE of the Otter Company, Louisville, Ky., has been revoked by the Food Administration because of the refusal of the company to accept for distribution a carload of dried pinto beans ordered from the Western Grain Co., Denver, Colo., before the Food Administration rules became effective. Under the rules the single broker's profit would have been \$20 and the company would have had to invest \$4,000 in the beans.

INCORPORATED 1877

## The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents  
of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

H. B. SPARKS, President G. A. MCKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

## APRIL 12 IS THE DAY

The balmy days of Spring bring with them a renewed vigor. After the long period of hibernation and firehugging, the fresh ozone gets into our blood and we want to do things. Therefore, in order to make use of this delightful feeling in a manner that will be both enjoyable and profitable, all Grain Dealers policyholders are asked to get rid of a little of their surplus energy on APRIL 12th in putting their house in the best possible shape. If all will respond, and we know they will, elevator losses for the year will be greatly reduced. April twelfth is the day. See self-inspection cards and **Our Paper.**

Fitzgerald & McCotter  
Western Managers  
Omaha, Neb.



C. A. McCotter  
Secretary  
Indianapolis, Ind.

A fire from any cause will be a calamity; A careless fire will be a crime.

ORGANIZED 1902

## Tri-State Mutual Grain Dealers Fire Insurance Co. Luverne, Minn.

Average Annual Dividend to policyholders \$3 PER CENT of the DEPOSIT PREMIUM.  
Ask about the "TRI-STATE PLAN" for short term grain insurance.

E. H. MORELAND, Secretary

## NOTICE TO POLICY HOLDERS

One reason why you should exercise unusual care and diligence in protecting your property against fire is the delay and difficulty you would have in securing repairs or rebuilding owing to War Conditions.

Let us help you with our service on all known hazards.

## MUTUAL FIRE PREVENTION BUREAU Oxford, Michigan

REPRESENTING:

MILLERS NATIONAL INSURANCE CO.  
Of Chicago, Ill.

WESTERN MILLERS MUTUAL FIRE INSURANCE CO.  
Of Kansas City, Mo.

OHIO MILLERS MUTUAL FIRE INSURANCE CO.  
Of Canton, Ohio

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.  
Of Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.  
Of Des Moines, Iowa

THE MILLERS MUTUAL FIRE INSURANCE CO.  
Of Harrisburg, Penn.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.  
Of Fort Worth, Texas

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.  
Of Lansing, Mich.

# MOHAWK



## RUBBER BELTING

Be sure that your  
specifications read—  
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## Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.75.

**GRAIN DEALERS JOURNAL**

315 So. La Salle Street

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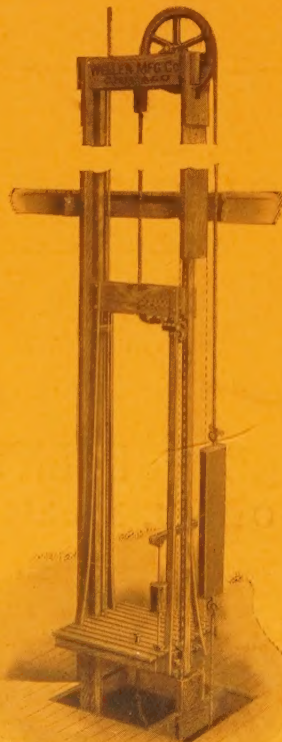
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